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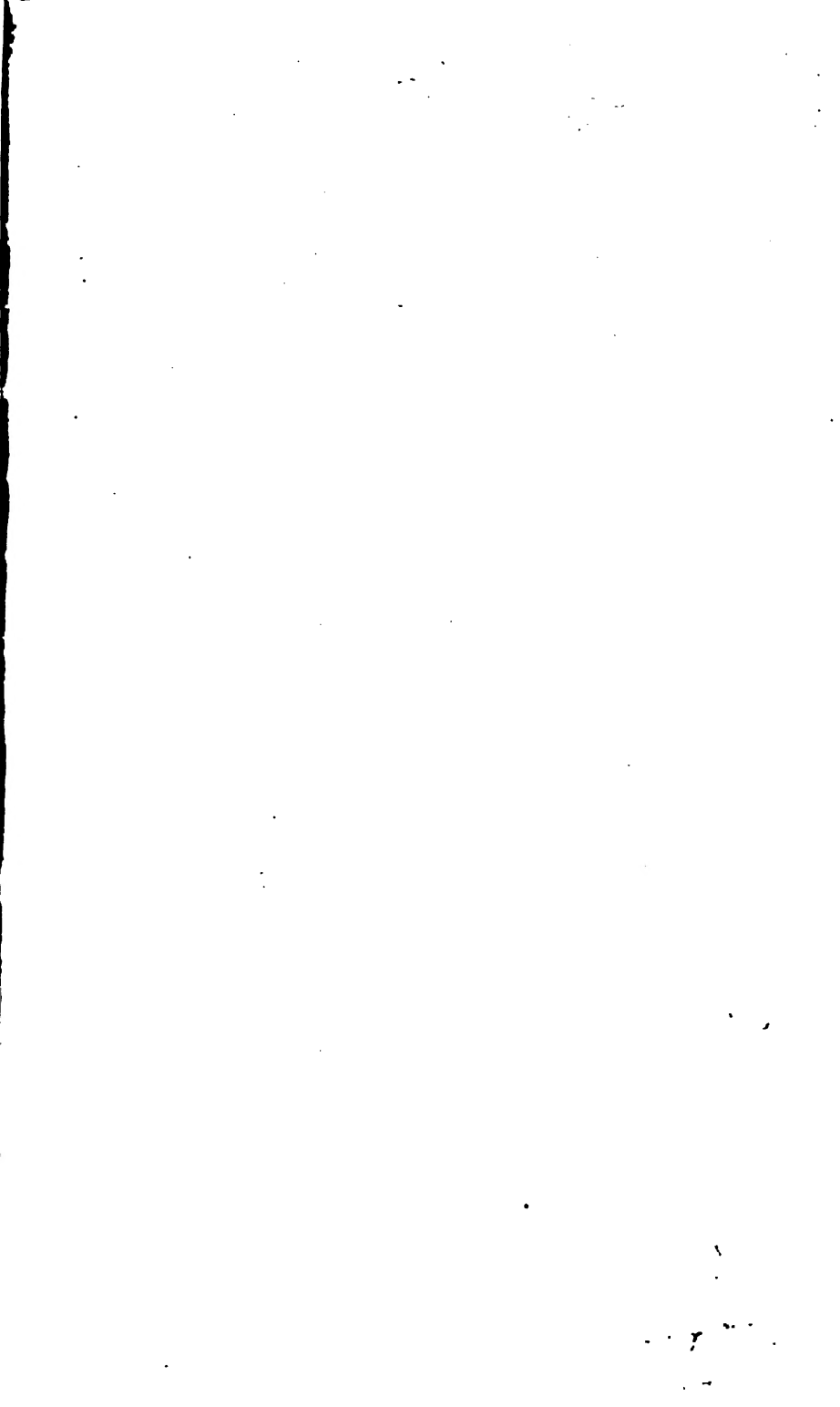
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HUNT'S

YACHTING MAGAZINE.

VOLUME THE TWELFTH.



"The security of the Kingdom is increased by every man being more or less a Sailor."—CAPT. MARRIAT'S *Pirate and Three Cutters*.

LONDON:
HUNT AND CO., 6, NEW CHURCH STREET, N.W.,
EDGWARE ROAD,
SIMPKIN, MARSHALL AND CO., STATIONERS' HALL COURT, E.C.

1863.

HUNT AND CO.,

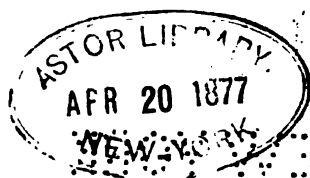
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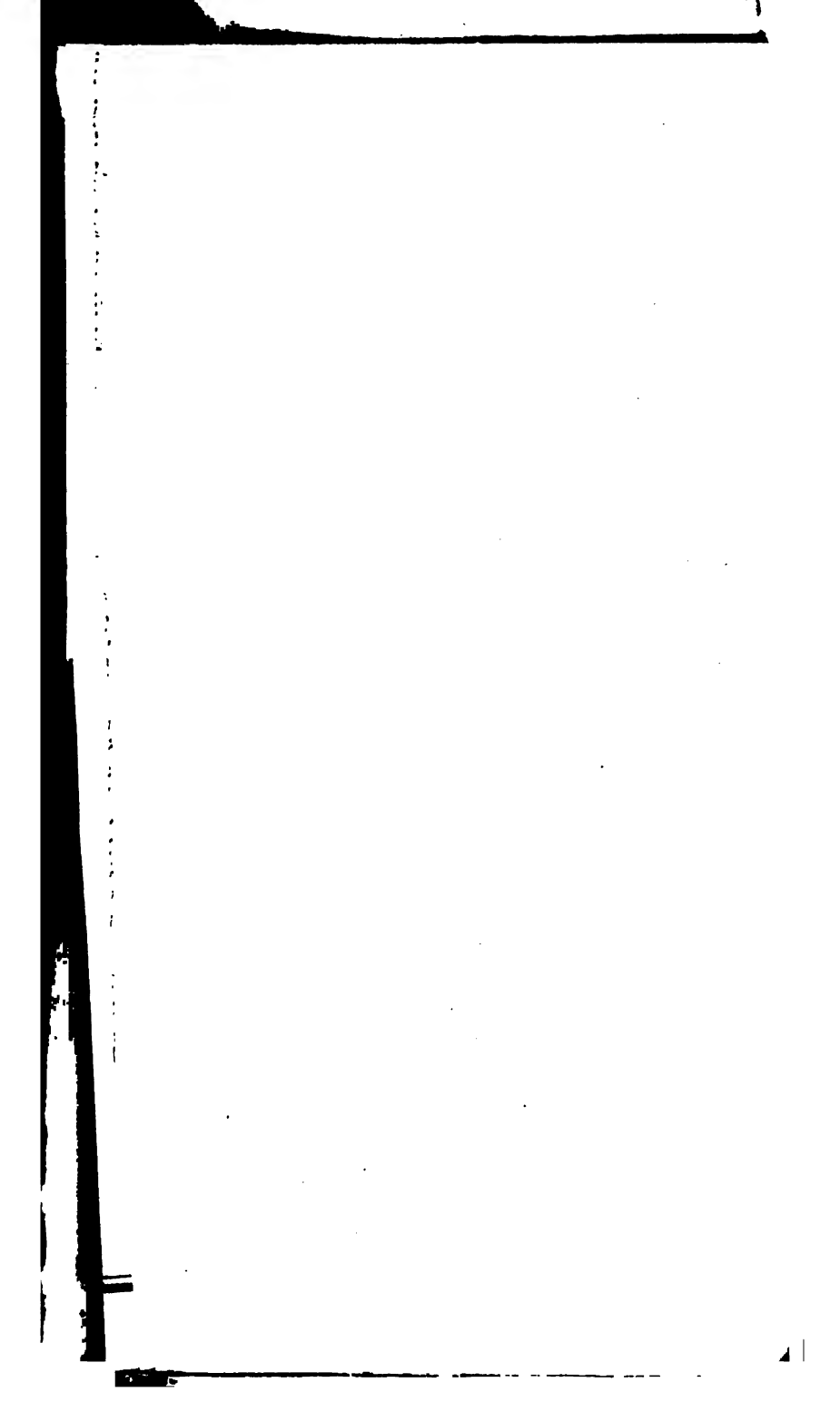
LONDON.

ADDRESS.

For twelve years we have laboured in the cause of Yachting, and if we may credit the assertions generally expressed, not without having materially aided this noble sport; therefore, being still anxious to advance that interest we earnestly hope to receive the continued support of our present patrons, and their kind recommendation to others, as it must be obvious to all, that in a work devoted solely to one purpose its success must depend on the support of those who are interested in Yachting.



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HUNT'S YACHTING MAGAZINE.

JANUARY, 1863.

THE CUTTER YACHT VESPER.

(See Diagram.)

THIS vessel was built by Mr. Rubie of Southampton in 1851, from the designs of the late Mr. Philip Marett, and was considered fast and commodious. She was a great opponent of the Vampire, and whenever they met in a match much betting usually took place. The first race she engaged in, according to our records, was on the 12th of June, 1852, in the Royal Thames Yacht Club match, with Vampire, Kitten, and Mouse, all gems of yacht architecture. The Vampire after an excellent race, came in first, the Vesper having got aground.

In 1853, the Vesper and Vampire again met in a Royal Thames match on the 30th of June: this was very severely contested, in a strong S.W. wind, when the former, having at the time decidedly the advantage, carried away her bowsprit-shrouds, jib-sheet, &c., which threw her so much out of speed that the Vampire came in a considerable winner. August 5th, in a match at Weymouth, the Vesper contended against the Surprise and two others, coming in first, but had to allow time, therefore did not receive the prize.

In 1854, she won two matches at Southampton, beating several

vessels of superior tonnage and celebrity; and in 1855 she was again successful at the same place.

In 1856 she had two sharp contests at Swansea against the Surprise, by whom she was beaten. In one of these contests the Vesper and Cyclone came in so near together that it was considered a dead heat between them.

In 1857, the Vesper won the Members' cup, at Swansea, beating Vigilant by four minutes; and she was also victorious at Tenby the same year.

In 1858, the Vesper beat Capt. O'Bryen's Flirt. In 1859 and 1860 she again won the Members' cups at Swansea; and in 1861 she won a prize at the same place.

The Vesper was built for P. Bennett, Esq., and is now the property of G. A. Bevan, Esq., of Swansea.

SUMMARY OF YACHTING, 1862.*

THE Norfolk and Suffolk Yacht Club had three meetings during the season, the first of which was at Cantley on the 5th of June, where the Red Rover took first prize, of 12 sovs., and Wanderer second of 8 sovs. After this the Wanderer was challenged for the cup that she was the holder of; and a race took place between her and the Enchantress, which ended in the cup still remaining in her possession.

The second meeting of this club was held at Wroxham on the 10th July, for a prize of 12 sovs., which Wanderer won, as she also did one of 10 sovs.

The third meeting was at Oulton, August 7th, amidst rain and heavy squalls. The first prize of 12 sovs. was won by the Wanderer, whilst the Red Rover took the second of 8 sovs. in the same race. This was followed by a match between latteeners, when the Enchantress won the prize, 12 sovs. August 8th, at the same place, the challenge cup was again sailed for and won by Wanderer.

A private match came off August 28th, between the Wanderer and Myth at Brundall, for a piece of plate of the value of 15 guineas, which the former won. Some of the vessels of this club, were engaged in a match, on September 8th, at Somerleyton, for a prize of 8 sovs., when the Iris proved the victor.

The Southend Regatta which came off on the 16th of June, was got

* Continued from vol. xi., page 530.

up for the purpose of giving the inhabitants a lift in the pecuniary line, and bringing to this rising place an influx of company. The prosperity of Southend is in very good hands, if we may judge by what was done at Lowestoft. The prizes of 50 sovs., and 30 sovs., were given by Sir Morton Peto, when the Audax, Emmet, Phantom, Christabel and Queen contended. The Phantom received the first, and the Audax the second. A member of the Royal London Yacht Club, liberally gave two prizes of 30 sovs. and 15 sovs., for vessels of any rig, when the following started, Pearl, Eva, Wild Wave, Cyclone, Night Thought, Zuleika, Violet, P. Bennett, Esq., and Violet, J. R. Kirby, Esq. This was chiefly contested by Cyclone and Night Thought, as the other vessels retired from the match. The Cyclone received first prize and the Night Thought the second: an accident to the latter giving her competitor the advantage.

The Blairmore and Strone Regatta on the 21st of June was held on Loch Long, when the Ripple, T. F. Livingstone, Esq., beat by time the Cinderella, Swallow, and Waterwitch, and won the cup value 20 guineas. (In our account at the time of the race we erroneously assigned this to Mr. Fulton's Ripple.)

The Irish Model Club Matches attract great notice in the sister Isle, and are making rapid strides to perfection and general usefulness: the first gathering was June 25th, when a purse of sovs., was received by the Flirt, beating Electric and Sting.

On the 28th June the Virago beat the Pet and Dove winning a purse of sovs.

The third match was July 12th, for the challenge cup which was held by the Magnet. The day was boisterous and it required great skill and perseverance in handling the small craft, that were striving to obtain the laurel. The Magnet notwithstanding the heavy sea beat her opponents, Pet and Dove, and therefore retained the prize.

The last match was on 8th of August, when a binnacle compass was presented by E. J. Bolton, Esq., the owner of the Magnet, which was won by Pet beating Dove and Flirt.

The West Quay Regatta at Southampton came off on the 7th of July, for a purse of 20 sovs., which was won by Quiver beating Folly and Don Juan.

Great Yarmouth Regatta, July 22nd, was deficient of the moving element—wind. Some of our larger vessels attended, and a prize of 50 sovs. was offered for yachts above 20 tons. For this the Audax, Clio, Eva, and Avalanche, schooner, T. Grove, Esq., entered; these would no doubt have shown the longshore men and nauticals had there been wind that these yachts, altho' belonging to "cockneyshire", were up to a move

or two on the briny, but unfortunately there was no chance to display their powers. It was little better than a drifting match, and the Audax received the prize.

The next yacht match was between two classes of the Norfolk and Suffolk Club vessels, for prizes of 40 sovs. and 15 sovs. For the first the Wanderer, Argonaut, and Red Rover contended, which the former won. The Belvidere beat Kathleen for the second.

The Water Frolic was on August 4th, at Burgh when the Wanderer, was again the victor, winning 10 sovs. A latteen match followed for 10 sovs., which Vampire won.

The Lough Key Regatta, July 31st, took place; when the Meta received 20 sovs., the Corsair 5 sovs., beating Lady Louisa and Querida. After which Beeswing won 10 sovs. beating Gipsy and Mary Anne. This was followed by a race for the Challenge Cup which the Corsair won, beating Meta and Querida.

The Torbay Royal Regatta came off 22nd August, when the Folly won 20 sovs., beating Quiver, Vampire, Moonbeam, and Little Dorrit. Then followed a match for 60 sovs., 40 sovs. for the first, and 20 sovs. for the second, in which entered the Audax, Osprey, Christabel, Glance, Heroine, and Crusader. Glance won the first by time, Osprey second.

The prize of 50 sovs. for schooners was won by Flying Cloud beating Albertine,—Sultana retired.

Lowestoft Regatta came off on the 5th of August, under very unfavourable weather, for it blew a hurricane at times. There were two matches between the yachts, one given by the Eastern Counties Railway, of 20 sovs., which the renowned Bessie won, beating Little Yankee, and Violet, schooner, 15 tons. The other match was for 30 sovs., to be divided between the two first vessels; of this Wanderer received 20 sovs., Red Rover, 10 sovs.

At Bute and Cowal Regatta the Cinderella, beat Swallow, Harriett, and Waterwitch, for a cup of the value of 15 sovs., presented by J. R. Kirby, Esq., with 10 sovs. added. This was followed by a match between Brenda, Ripple, and Azalea, the first named won the cup, value 20 sovs. The third race, Brunette beat Lightning and Garibaldi, receiving 7 sovs.

The Dartmouth Regatta, August 26th, merely made up two yacht matches: one for 10 sovs. was won by the Ida, beating Ellen, Pauline, and Little Dorrit. The other for 20 sovs. was won by the Echo, beating Christabel and Emmet.

The Clyde Model Yacht club, commenced its revels at Dunoon, July 5th, when the Ripple, T. F. Livingstone, Esq., beat Messrs. Ferguson's

Pet, winning a prize of 15 guineas. After this the *Lightning* beat the *Brunette* and *Paradox*, gaining 10 guineas. August 9th the challenge cup, was sailed for at *Rothsay*, which was won by the *Brenda*, D. Mc Iver, Esq., beating *Ripple* and *Azalea*.

Private Matches.—We are deprived this year for reasons assigned elsewhere of logging the Royal Squadron, and Royal Victoria Regattas, and in lieu thereof several private matches took place:—the first was from Ryde, August 1st, between the *Crusader*, Lieut. J. Sladen, and the *Moonbeam*, P. Roberts, Esq., this was won by the latter. August 4th, the *Ella*, Sir Gilbert East, beat *Galatea*, T. Broadwood, Esq. August 6th from Cowes, when *Sultana*, Lieut-Col. Markham, beat *Albertine* through an accident; which defeat not being satisfactory, the match was resailed on the 13th, when the *Albertine* was the victor. August 9th from Ryde the *Galatea* and *Redgauntlet*, G. P. Houghton, Esq., had a spin of upwards of five hours, and the *Galatea* was hailed the winner. August 12th, the *Resolution*, Duke of Leeds, and the *Lotus*, Earl Vane, started from Cowes on a friendly match, that was very ably carried out, until *Resolution* unluckily fouled the *Lepe Buoy*, which gave the chance to *Lotus*, for although she came in first, the *Resolution* had to receive time that would have won her the bet.

The *Enid* and *Æolus* had a spin from Kingstown Harbour to the Kish Light, which after an excellent race was won by the former by 37 seconds, independent of the time she had to receive.

The Ocean match took place on 14th August—from Ryde to Plymouth, when the following started—*Galatea*, *Ella*, *Marina*, *Leonora*, *Gleam*, *Wanderer* and *Julia*. There was a good breeze from W.S.W., and they carried on with spirit until the 16th, when the *Marina* was the first arrival, followed by *Julia*, &c.

The *Phosphorus* built by Hatcher, made her first appearance in 1862, and netted in cups and cash, £425, being £75 less than the *Glance* by the same builder won the first year she appeared.

The *Audax* is the second best cutter winner, realizing £299 10s., which added to £315 in 1860, and £282 10s. in 1861, makes her a total since she was launched of £897.

The *Osprey* under her new owner was a comparative sluggard, winning only £120, against £400 in 1861.

The schooner *Flying Cloud* was very fortunate, receiving the prizes, amounting to £234, in the three matches in which she was engaged.

The *Circe*, a new schooner built by Steele of Glasgow, won three times out of four, and netted £228 15s.

The amount of money, independent of challenge cups won by 77 winners during the season was upwards £3,800.

TABLE OF AMOUNTS WON, 1862.

Yachts' Names.	Owners	Times		Value		Builders.
		Startd	Won.	L	s	
<i>Æolus</i>	C. T. Cooper, Esq.....	9	2	100	0	Fife
<i>Æone</i>	J. Corbett, Esq.....	3	1	15	0	third prize
<i>Amber Witch</i>	Capt. Bacon	2	1	10	10	Wanhill
<i>Ariel</i>	W. Bowen, Esq.....	1	1	15	0	Bowen
<i>Audax</i>	J. H. Johnson, Esq.....	8	5	299	10	Harvey
<i>Australian</i>	D. Sheehy, Esq.	1	1	26	5	Sydney, N.S.W.
<i>Avalanche</i>	J. Wheeler, Esq.	6	1	100	0	Wheeler
<i>Avalon</i>	J. Goodson, Esq.	1	1	30	0	Harvey
<i>Banba</i>	W. I. Doherty, Esq....	2	1	30	0	Marshall
<i>Belvidere</i>	T. M. Reed, Esq.	2	1	15	0	
<i>Bessie</i>	J. H. Hedge, Esq.....	3	3	61	0	Harvey
<i>Bijou</i>	T. D. Kane, Esq.	2	1	21	0	Wanhill
<i>Brenda</i>	D. McIver, Esq.....	2	2	25	0	and challenge cup
<i>Brunette</i>	R. Sharp, Esq.	1	1	7	0	Bute and Cowal
<i>Christabel</i>	H. H. Kennard, Esq....	7	1	100	0	Aldous
<i>Cinderella</i>	A. Finlay, Esq.....	5	3	70	0	Fife
<i>Circe</i>	D. Richardson, Esq....	4	3	228	15	Steele
<i>Corsair</i>	Capt. Holmes.....	2	1	5	0	Second prize
<i>Cuthbert</i>	— Smith, Esq.....	1	1	3	3	
<i>Cyclone</i>	J. Field, Esq.....	2	1	30	0	Patterson
<i>Echo</i>	G. Putland, Esq.	3	1	20	0	Wanhill
<i>Echo</i>	R. Dewing, Esq.....	1	1	7	7	
<i>Emmet</i>	W. F. Hay, Esq.....	2	1	42	0	At Boulogne
<i>Enchantress</i>	H. P. Green, Esq.....	6	1	12	0	
<i>Enid</i>	F. Scovell, Esq.....	7	2	152	10	Wanhill
<i>Extravaganza</i>	W. Tomkyns, Esq.	3	2	17	0	Barrow
<i>Fairy</i>	— Bailey, Esq.....	1	1	3	0	Weymouth
<i>Fanny</i>	— Grant, Esq.....	1	1	5	0	Weymouth
<i>Fawn</i>	F. E. Holmes, Esq.	2	2	30	0	
<i>Flying Cloud</i>	Count E. Batthyany...	3	3	234	0	Inman
<i>Folly</i>	W. L. Parry, Esq....	4	3	75	0	Payne
<i>Gertrude</i>	M. Hay, Esq.....	1	1	10	0	Wanhill
<i>Glance</i>	A. Duncan, Esq.....	14	6	205	0	Hatcher
<i>Gorilla</i>	R. Santley, Esq.	1	1	ch. cup		At Toronto
<i>Haldee</i>	W. Turner, Esq.....	2	1	5	0	Hatcher
<i>Heroine</i>	J. C. Atkins, Esq.....	2	1	37	0	Wanhill
<i>Ianthe</i>	W. Pegg, Esq.					Moore
<i>Ida</i>	B. Hosking, Esq.....	3	3	20	0	and challenge cup
<i>Iris</i>	— Collinson, Esq.....	1	1	8	0	
<i>Jilt</i>	J. R. Bridson, Esq....	1	1	50	0	Hatcher
<i>Leonora</i>	R. B. Hesketh, Esq....	2	1	40	0	Inman
<i>Lightning</i>	W. Doig, Esq.	2	1	10	10	
<i>Little Violet</i>	P. Bennett, Esq.....	2	1	10	0	Aldous
<i>Lurline</i>	J. C. Atkins, Esq.....	9	1	15	0	and challenge cup
<i>Lurline</i>	T. Fuller, Esq.	1	1	15	15	Kanelagh
<i>Marina</i>	J. C. Morice, Esq.....	3	1	35	0	Ratsey
<i>Mars</i>	G. Haines, Esq.....	2	1	40	0	White
<i>Meta</i>	Hon. R. E. King.....	2	2	25	0	and challenge cup
<i>Meteor</i>	S. Taylor, Esq.....	3	1	16	0	Windermere
<i>Night Thought</i>	J. D. Lee, Esq.....	1	1	15	0	White
<i>Oberon</i>	J. D. Hewett, Esq.....	1	1	10	0	Thames Iron Co.

Yachts' Names.	Owners.	Times Start'd	Times Won	Value L s	Builders.
Octoroon.....	Cecil Long, Esq.....	4	2	30 0	Hatcher
Oriole	J. W. Ledger, Esq.....	2	2	15 0	Inman
Osprey.....	E. W. Nunn, Esq.....	8	2	120 0	White
Pearl	J. S. Adam, Esq.....	1	1	10 0	second prize
Pearl	F. Hoare, Esq.....	1	1	21 0	
Peri.....	H. C. Danger, Esq.....	1	1	78 15	Sydney, N.S.W.
Phantom	S. Lane, Esq.....	2	2	70 0	Penny
Phosphorus	W. Turner, Esq.....	12	7	425 0	Hatcher
Queen	Capt. T. W. Whitbread	4	2	102 10	Wanhill
Quiver	Capt. T. Chamberlayne	4	2	35 0	Owner
Red Rover	S. Nightingale, Esq....	7	2	20 0	
Ripple.....	T. F. Livingstone, Esq	4	3	44 15	Fife
Rover.....	T. Palmer, Esq.....	1	1	10 0	
Rowena	J. S. Mills, Esq.....	1	1		A saloon compass
Swallow	J. D. Penny, Esq.....	2	1	30 0	Wanhill
Vampire (cut.)....	Capt. Commerell.....	3	1	30 0	Hatcher
Vampire (lat).....	W. Everitt, Esq.....	2	1	10 0	
Violet (sch)	J. R. Kirby, Esq.....	5	2	85 0	Aldous
Violet (cut)	Rt. Hon. Lord de Ros,	3	1	21 0	Aldous
Vision	C. H. Coddington, Esq	1	1	25 0	Benson
Wave	J. B. Crow, Esq.....	3	3	ch.cup	3 times: R. Halifax
Wave Crest.....	J. G. M. Ridehalgh, Esq.	4	1	11 0	Windermere
Wanderer	T. L. Barber, Esq.....	11	10	94 0	chal. cup, 3 times
Waterwitch	Capt. Sandford	4	1	20 0	Aldous

THE FLYING SPANIARD.

My father before me was a seaman, and his father again, and so on, as far as I've hear'd, and here I am myself, and my son there opposite, the same, and will be with his son again, I suppose; and it's a queer that my father was the only one of us that died in his bed for these generations back, but were all drowned; and expect to be so myself, for sure isn't it the natural death of a sailor, unless he's killed in action, which can't be now, seeing there's a peace, and its only yacht-sailing.

Well, my father, as I said, was a sailor, and a smart seaman he was, and boatswain's-mate of the *Lively* revenue cutter, that was stationed off this western coast in them days; and in her I entered first as a boy, under old Captain Nightglass. She was a fine craft was that old cutter, and tho' they talk a deal of their new models, I never see the one of them yet, Queen's cutter or yacht, that she wouldn't work to windward of. She was built at Kinsale, by Donovan, one of the ould Irish builders, and was as like this craft in her build and rig, as ever I saw father and son; and why wouldn't she when 'twas a son of his that built this very little hooker. Well, I entered in her as a boy, and I for a while—to be sure I was not good for much either to Queen or Country—but I got on, and by and by I used take my watch, and go aloft, and take a

spell now and again at the helm too, when the first mate had the watch, for he was always very kind to me, and my father.⁶ At that time there was a war between England and France of course, and Spain was joined with France—it was before Boney was talked much about, and there was a report that a French and Spanish squadron had sailed to cruise off this coast, and of course there was a squadron ordered to Cove to be ready for them, and cruizers out all along the coast; and among the rest we were sent from Cove on a cruise round Cape Clear, and along as far up as Sligo Bay, and if we saw anything of the enemy, we were to watch them for a while, and make out their force and numbers, and bring the report to the Admiral at Cork.

Well, we sailed on a Monday morning, with a nice breeze from the southward, and we got round the Cape that night, where we made an offing, and lay to until the morning; and then we ran in with the land again, and kept standing off and on during the day, giving chase to every vessel that hove in sight, warning the masters of the merchantmen of the report about the enemy's squadron according to our orders. About day-break the next morning we saw a suspicious looking sail broad off to leeward, and having a fine breeze from the eastward, we gave chase, and the fellows were keeping but a lubber's watch on board of her, for we were almost within musket-shot of them before they began to think of running; but then they put her right before the wind, and covered her with canvas in a minute, and away with her like a flying-fish, and we after her like a dolphin. She was a little schooner thing—Yankee built by all appearance, and so she turned out to be—and if there was a flyer on the water, that little fellow was surely one; he ran away from us, almost as this craft would from a coaster, and all we could do, packing on every rag we could carry, was just to keep in sight of him during the day. Towards evening, however the breeze freshened up from the southward and east, and came on to blow pretty smart, and we had just lost the chase when the sun went down—all but the captain, who said he was sure he saw the craft just under the sun, and that he had luffed up, and was standing in for shore athwart our fore-foot with his starboard tacks aboard, so he put himself upon the same tack, and steered about N.N.E., to cut him off; and accordingly just as the first watch was relieved, we saw the little fellow sloping down athwart our larboard bow, and we ran out to him, and fired a shot aboard, and then, while he was all in confusion, the captain himself, for he kept the deck all that night, fired one of the bow-guns at him, and down came his main-top-mast tumbling over his side, immediately a fellow jumped on the taffrail with a lantern, as a token that he surrendered,

and her boat was lowered, and the captain came aboard of us. She was Yankee built, as I said before, but belonging to Bordeaux, called the "*La Bordelaise*," and had been out about three weeks, during which time she had taken one of our homeward-bound West Indiamen and a number of coasters.

Well, of course, there were men sent aboard the *prize*, and we took her officers and part of her crew out, and we put a prize-master and six men on board, and ordered him to keep under our lee until day-break; and, of course, seeing the hurry, idlers and all were turned up on board the *Lively*, and we spent good part of the second watch getting some of the plunder out of the prize, for they had stuffed her as full as they could with rum and sugar they took out of the West Indiaman; and only that they put her out of trim, cramming her too full, -she'd have run away from us like a hare from a bull-dog. Well, the battle was over at last, and all hands turned in but the watch; and it was just beginning to grow a little grey in the eastward just over where we expected the sun to rise, when my poor father, God be merciful to him, was walking up and down the deck talking to the gunner, (that was a great friend of his,) stops all of a sudden, and he gives a look out for a moment right over the starboard cat-head, and then he says to the gunner "John Waddy," says he—he was a Wexford man, the gunner—"do you see anything like a sail—here away to the northward."

Well, the gunner looked out for a while, and "It's a cloud I think, Mick," says he.

"How would that be sir," says my father, "there's not a cloud to be seen, but all black except where that little white spot is, and that so low down, and near the water, and moving so regularly along in the same course we are?"

"It's queer enough," says the gunner, "but young eyes are sharpest, and we'll try what your son will make out of it;" and so he comes over to where I was lying in the wake of one of the guns, listening what they were saying, and he stirs me with his foot, and "Get up, Jack," says he, "and come here and try what you can make out of this thing that puzzles your father and me."

Well, I looked out, and sure enough there I saw the matter just where my father pointed out, and looking sharp at it a turn or two, "It's the topsail of a large vessel," said I, "and by the cut of it I wouldn't wonder if she was a man of war."

"Tut, man," says the gunner. "Nonsense, there's no man of war would be poking there where you see that craft," says he, "if a craft it is, at all."

"Any way there's a sail there, sir," says I, "and more by token we're gaining on it now, and I begin to see lower down the sail."

"And so do I," says my father.

"Well," says he, "it's queer enough you should both join in the story, but never mind, the daylight's coming fast and we'll soon see who's right."

"Keep your eye on that sail, Jack, my boy," says my father, "and please God we'll soon shew John Waddy her hull, for we're coming up with her fast."

So the gunner and he went on laughing and talking between themselves, and all the time there was I sitting astride on the cat-head, as if I had been nailed to it for a fair wind, and my eyes fixed on the strange sail, the way you'll see a dog watching a bone that you'd have in your hand, for I thought, after seeing the little privateer taken, that everything we met was to be made prize of, and I was even thinking of the *Lively* coming into Cove with a Spanish or French frigate in tow, and myself having all the glory of seeing her first; and every minute I thought we were gaining on the chase until I could see half-way down her courses, when all of a sudden there came, as I thought, a great flash of light, and dazzled me; and when I looked again there was no sail to be seen; and just then my father and the gunner came up to me, and said "Where is she now, Jack, that the sun is up?"

"I'll take my oath she was there just now, sir," said I; "but where she is now it's past my knowledge, unless she either sunk into the sea, or flew away into the sky."

"I knew she was only a Cape-fly-away craft," says he, "Johnny," to my father; and they began arguing again about it—one saying that it was a sail, and the other that it was a cloud; and while they were talking, the captain came on deck, and word was passed to turn up all hands, and to work we went, taking more of the men and sugar out of the prize, and what money was in her was shared on the binnacle; and then we set up a jury topmast in her, and sent her away to Cove, with the second mate and six men, and some of the crews of the vessels she had taken that were prisoners aboard her; but her captain and mates, and the best hands, we kept aboard the *Lively*. Well, you may be sure all this work took up some time, and then John Waddy and my father and I, had no time to be talking of the strange sail we had seen for a good part of the day; but when the prize was sent away, and the people had had their dinners, myself and my father were sitting very quietly below in our berth, for it was our watch below, and the gunner came out from his cabin, and as he was passing us to go up the fore

hatchway, "Well, Mick," says he to my father—"why aren't you on deck looking out for the sail you saw this morning?" and so my father got up to answer him, and followed him on deck, and I went after him to see the fun, for the gunner was a very merry man, and many's the joke my father and he used to have between themselves, and they were talking away about it, mighty merry, when all of a sudden one of the prisoners that was near, a mighty yellow looking chap he was, and was second mate of the schooner; and we took him by reason of his look as a Frenchman, (which was the reason they talked so plainly before him, thinking he didn't understand them), which he did well enough; seeing he was a Yankee, he puts in his oar, and, "I ask your pardon", says he, "but I guess I know what you're talking about; is it a sail that one of you thinks he saw early this morning?"

"Why yes it is," says the gunner, "and what of that?"

"Why" says the other, "we see it for the last four or five nights that we were cruising off this coast, and first we took it for one of your cruisers, and kept out of the way; but since then, when we found she took no notice of us, we began to think maybe she might be another West Indiaman that was on the look out for a pilot, so we gave chase, when we see'd her again; but do all we could we never could get to see more of her than the youngster there, says he saw, and that was always in the morning; and with the first beam of the sun away she used to go, and we'd see no more of her, and we were cautious of coming too near her for fear she might be a cruiser. And so between hope and fear we kept dodging her, until we fell in with you; and now the schooner's taken, and all is lost, and I suppose we shall have a spell of it in your damned prisons, and I'd rather be dead at once for my part, than be losing my time in that sort of way."

You may be sure the Yankee's story was a great help to my father against the gunner that had been joking him right and left before, about the strange sail, for when he heard all this, he began to allow that there was something in it, and they determined to say nothing about the matter, but to keep a bright look-out that night: and so the gunner as the second mate was away, had charge of the first watch, and my father was in the second, and I changed with another boy for the second, the third, and the gunner got leave from the Captain for the Yankee to keep the third watch (for we were kept at three watches,) and they agreed that whoever saw the strange sail first, was to notice the rest, and if we saw it that night, and could make what it was, we were to tell the Captain in the morning, and have a proper look out kept for her the night after. Well, all that was settled, and so we went every one about his own business, and night came and the watches were struck,

and the first watch passed away without any craft being seen, and so did the second, and the third was turned up, and John Maple (for that was the Yankee's name,) and I were for a long time on the look-out and at last I saw her, as I thought, over the larboard cat-head, bearing about S. and by E., for we had been up as far as Malbay during the day, and at night the vessel had been put about, and was to cruise down off the Shannon, and towards the Blaskets during the night. When I saw her you may be sure I was as proud as a boatswain's dog with a marlin'-spike in his mouth; and I pointed her out to the Yankee, and he saw her at once, and I managed to call the gunner, for my father had not gone below, only laid himself down under the lee of the boat to take a caulk, and we watched the stranger for a long time, and the gunner had a night-glass. This time he allowed it was a sail, and he spoke to the officer of the watch, and showed it to him, and he directed the man at the helm to steer for her; and one after another of the watch found out what we were on the look out for, almost every one was inquiring and watching to see her, I was sent to one of the cross-trees, and an able seaman to the other, and every minute there was a hail from deck to know if we could make out anything more about the stranger.

From the cross-trees we could see her well enough all down the sails, and even a little of the hull, though there was a kind of mist like about her, and we said that she was a large ship, but she was the queerest rigged craft I ever put my eyes upon: we saw her just quartering, for she was a good way ahead, and to port of us; she seemed to have a mighty high poop, and a very low mizen-mast, and no topmast to it, only a flagstaff, and a large latteen sail bent on the mizen-mast instead of a spanker, but in everything else she seemed a full rigged ship; we saw her for a long time, until at last the man that was aloft with me said—"I'm blowed Jack, if she is not standing in for Sybil Head, and may be going to run the Sound of the Blaskets—though, what the deuce she can want is a wonder to me?"

And sure enough we saw her—every one, and we following, but no nearer could we get; and at last when we could see Sybil Head looming high and black just inside the fellow, down it came as black as soot, in one second, and we could hardly see a handspike's length ahead of the bowsprit. Well, daylight came on, and of course we could see far enough around us, but we saw nothing of the stranger; and the first mate, who had the morning watch said,—“I must let the Captain know all about this, for if this ship is an enemy he should know about her”; and after getting all the information he could he stopped for a long time thinking, and at last he says—“It's a d—queer story; but be he Devil, or be he Dutchman, I know what m

duty is ; and that's to watch the fellow, and see that he does no mischief if he's an enemy, and comes by no harm if he's a friend." And so he kept us cruising off Dingle Bay for the entire of the day, and at night he piped all hands to quarters: we cleared for action and had everything ready to make either a run or a fight of it ; and the people got their boarding pikes and cutlasses, and slept among the guns.

The night was fine, and though the moon did not rise till late, it was fine and bright when it did get up, and you could see all around you nearly as clear as day: and I promise you there was a bright look out kept for the stranger.

Well, we had steered into Dingle Bay, for the captain wished to keep as much as he could in the shoal water, and were stretching out along by Dowlas Head, under the shadow of the land—when the Yankee (for he was allowed upon deck when all the other prisoners were sent below) that was standing alongside the captain on the quarter-deck, looks out along to the northward, and he sees something like a sail far off, coming down as it were, and keeping the land aboard, but still a good way out, as if they did not like to venture into the shoal water. So with that the word was given, and we hauled to the wind that was blowing a nice breeze from the eastward. It was up gaff-topsail, and away we went right up for the Sound of the Blaskets. You may be sure we wern't very long running across the bay: and through the Sound we got, and have to under the land to watch the stranger.

Down she came under easy sail, and you may be sure every spyglass was pointed, and every eye on board was strained with looking at her ; and if the rig looked strange before, it was twice as curious now that we got a full view of it. She was a large thin waisted vessel, as big as any 38-gun frigate; but, as I said before, she had only a small mizen-mast like the jigger of a dandy cutter, but in proportion to her size, and with a latteen sail bent on it. She carried courses regularly, on her main and fore masts with topsails up: and though it was night, she had a large Spanish flag flying at the main, and a swaggering pennant at her foremast, and at her poop was a large lantern burning, painted over with what the captain said was the Spanish arms. But if her rig was queer, her build was ten times queerer; she was a good model, but wall sided, and mighty high out of the water; her poop was built up like a castle with towers; and guns mounted, some pointing astern, some forward, and some of course, to larboard and starboard, and her forecastle was a real castle; all of timber to be sure, and caulked and painted like her sides, and this mounted with guns like the thing that was on her poop; and of course with all that building on her decks she was deep

waisted, and looked more as if you set an old castle a swimming than a man-of-war. Well, I was standing near the captain, for he had put me and some others that he knew were good shots on her quarter-deck, as small-arms men ; and the first mate comes to him and says:—"Why sir, she looks like Old Noah's ark launched for a cruise;" and the captain took down his glass, looking mighty serious and says,—“I never see'd anything like her unless the pictures on the walls of the House of Lords in London”; for he had been showed all over that place by some friend he had in London ; “and faik, I'm afraid the Spanish Armada is coming back again after being cruising about all over the ocean these last two hundred years”; and just then, we saw them all in a bustle as it were, and they set their top-gallant sails, and up went their ports, and we saw the lanterns within by the guns ; and says the captain, “They see us, and we must go about, and make all sail from him, for the fellow's big enough to haul us in on his decks;” and away we went, and we soon see'd that we had the heels of the fellow, and indeed he was no great things of a sailer.

Well, we ran through the Sound again, and when we got through the high land, the Blaskets hid him from us : but when we saw him again, he was stretching out round all the island, as we supposed, to try and cut us off : but however we went three feet for his one, and so, as soon as we had cleared the Blaskets, we gave the craft a little more of the sheet, and steered about south-west, running down for the cruising grounds of our frigates off Bantry Bay.

But when we had cleared the islands and looked to see the stranger again in full chase after us, there was no more sign of her than there would be of a soap-bubble, that a child would blow from a pipe, after it broke. We looked—and we looked, and the night was as clear as ever, but nothing could we see, “Well,” the captain says again, “I'm sure,” says he “that ship sails from no port in this world, and I suppose we have a flying Spaniard off this coast, as they have a flying Dutchman off the Capel.” And he determined to heave to until morning, and try if we could hear anything about the matter; for though all hands saw her, he knew that he'd only be laughed at in Cove if he told the story. Well, morning came, and we cruized all over the place where we had seen her, but not a sign of wreck, or anything that we could make out about her; and at last the captain took out one of the boats and went ashore on the big Blasket to make enquiries, and he took me with him to talk Irish to the people. After a deal of trouble, we heard there was an ould man about ninety, living on the island that had a deal of ould stories; and when we told him what we wanted, he said, “the

when he was a boy, his father told him that there had been some great Spanish ships wrecked off the Blaskets long before Cromwell's time, and that they used sometimes to be seen at night, as it were, cruising off the coast, and giving chase to vessels, and then vanishing all of a sudden, but that any vessel that saw them, was sure to have some misfortune happen to it; and that the last time they were seen from the land was in the year that the battle of Aughrim was lost, and Luttrell sold the pass at Limerick, and God knows that was misfortune enough for one year." Well, that was all we could learn, good or bad, and so we returned aboard, and carried on for Bantry Bay; and the captain warned me to say nothing about the bad luck that the ould man said we'd have, for fear of frightening the men. But, sure enough what the ould man said proved true, for the French captain of the prize that our captain took to live with himself upon his parole, he and his men rose upon the watch, a couple of night's after, and killed two of the people, and drove the rest up the rigging, and he himself came down to see the captain with a brace of pistols, and fired them both at his head; but the captain was too quick for him, he knocked his hands up, and was only a little scraped by one of the bullets, and then he knocked the Frenchman down with a chair, and beat his brains out; but they'd have taken the cutter, only for the Yankee, Maple, that was on his parole too; he alarmed the watch below, and we came upon deck, and killed a parcel of the fellows, and tied the rest of them, and we brought them into Cork, and Maple was let go at once for the service he did, and the officers of the ships in Cove made up a subscription for him; but the captain wouldn't let us tell anything about the Spanish ghost ship we saw, for fear of being laughed at, and its many a long day since I thought of it at all now.

P. O'T.

A PLEA FOR THE LIFE-BOAT.

DURING the past year (1862) 312 lives were directly rescued by the Life-boats of the National Life-boat Institution from a watery grave, and 21 vessels were safely brought into port through the instrumentality of the life-boats, they also went off 43 times in reply to signals of distress from ships in danger, but which in the mean time had either escaped it or had had their crews saved by other means. Their crews had also assembled on 9 occasions in stormy weather so as to be ready for emergencies expected to arise.

We feel assured that none can peruse these accounts without expe-

riencing a satisfaction which can better be felt than expressed. Let any one think of the feeling of these 312 persons thus snatched during stormy weather from an apparently inevitable death by the boats of this Institution. Although such services can only be properly appreciated by the persons themselves on whom such important benefit has been conferred in their hour of distress, yet they are always keenly and gratefully acknowledged by the wives and children, or parents of the men saved, who would otherwise become widows, and orphans, or childless. The acknowledgments of the National Life-boat Institution are due, in an especial manner, to those who have contributed to this large amount of human happiness, either directly by manning the life-boats or indirectly by contributing towards their Establishment.

Rewards amounting to £730 1s. 1d. have been voted to the crews of the Institution's Life-boats for their laudable services during the past year. We also refer with great pleasure to the account of the services rendered by shore boats and other means in saving life from wrecks on our shores during the preceding year.

Some of these services have been of the noblest character; for it should be borne in mind that men engaged during gales of wind in this dangerous work undergo much greater risk in open boats than is usually incurred in life-boats which are well adapted for the important work which they have to perform, and which are fully equipped, including excellent life-belts for their crews.

Although fully acknowledging the valuable services of the crews of the Society's life-boats, we are glad to find that the committee of the National Life-boat Institution proportion their rewards for saving life from shipwreck according to the risk incurred, hence it is seen that the rewards granted to shore boat crews are frequently in excess per man, of those voted by the committee to the crews of the Institution's life-boats.

These rewards continue most materially to stimulate our coast population to make the greatest exertions to save life from shipwreck. The men feel now assured that their services will not go unrequited; and also that in the event of a calamity overtaking them their widows and orphans will not be forgotten by the National Life-boat Institution in conjunction with a benevolent public, which is ever ready to succor cases of real distress.

One of the earliest and most fundamental principles of the Institution was to foster and encourage these heroic enterprises, because fisherman's boats are always handy, and are often found available in localities where it would be impracticable to plant a life-boat.

Accordingly the society has since its first establishment by its life-boats and its system of rewards, materially contributed to the saving of nearly 13,000 shipwrecked persons.

From a summary of the joint services of life-boats and shore boats we observe that 525 lives have been rescued during the past year from wrecks on our coasts and that for these united services, £938 11s. 1d., have been granted by the Institution, in addition to thirteen silver medals, and fourteen other honorary rewards.

It is on the list, this trophy of success on behalf of suffering humanity that the committee of this Institution found their latest appeal. Having now 123 life-boats under its management, the society requires a large annual income to meet the demand on its priceless services.

ON THE ROLLING OF SHIPS.

IN the Transactions of the Institute of Naval Architects, an excellent article on the Rolling of Ships, the subject of which was introduced by W. Froude, Esq., in an extemporaneous address that was afterwards revised by him for publication; he therein states:—"That the most observable feature in the actual movements of a ship when rolling, and which had always appeared to be specially characteristic of the dynamical laws to which it would be necessary to refer them, is the gradual accumulation of angle during severe successive rolls; the cumulative action thus growing up into a maximum, and then dying out by very similar gradations, until the ship becomes for a moment steady, when a nearly similar series of excursions commences and is reproduced: while in reference to the momentary pause, or cessation of motion, it has seemed to be clear that it occurs, not because the waves themselves cease, or cease to act, but because the last oscillation has died out at a moment when the ship and the waves have come to occupy, relatively, a position of momentary equilibrium.

It is not indeed easy to obtain by one's own observation, or to collect from others, such a complete series of facts as would enable one to arrive empirically at the rules by which these characteristic features of the operation are governed, and the existence of which they suggest; or even such as would justify the positive assertion that when tested in really heavy weather the behaviour of a ship can be compared, by a true analogy, with that which is said to be her characteristic behaviour under ordinary circumstance. For the scenery, so to call it, which surrounds the phenomena of rolling motion (especially when these are developed on a very

large scale), is for the most part so very striking, and appeals so forcibly to the imagination, that it is almost impossible for a landsman to divest his appreciation of them from passionate colouring, even though he applies himself to the task with the most determinately prosaic intentions. While even those whose life is spent among such phenomena, and who have become familiarized to them by habit, have become accustomed chiefly to regard them under their impressive aspect, and to mould on this all the phraseology in which they describe them; so that even from nautical men it is not easy to obtain statements which can safely be reduced to measure and number.

The best information, however, which he had been able to collect from the report of others, and from his own observation, confirmed him in the belief that the very large angles of rolling which are occasionally reached are never due to single wave impulses, but are invariably the cumulative results of the operation of successive waves. And, he believed too that the law of accumulation does, in fact, accord very closely with that which is arrived at in the following investigation.

The aspect of the question is so closely analogous to what happens when any oscillating body, such as a pendulum, is subjected to a series of impulses, partially synchronous with its own excursions, that it had always seemed probable that the laws which govern the latter class of phenomena, would be found, *mutatis mutandis*, applicable to the elucidation of the former also; and in attempting to investigate regularly on this line of thought the dynamical relations of a ship, and of the waves on which she floats, it turned out that the solution was less difficult than had been expected, and that its fundamental results, at least, could be arrived at with considerable completeness and closeness of approximation.

The investigation, then, of the laws of rolling motion in ships when thus regarded, assumes the form of the inquiry, "What is the cumulative result of the continuous action of a series of consecutive waves operating on a given ship?" And in order to determine this, it is necessary first to determine how each individual wave will act on her at each instant of time. "What attitude does the ship, at each instant, seek to occupy in reference to the wave on which she floats, and what measures the force which urges her to take that attitude, or, to speak more strictly, what is the position of momentary equilibrium for a body floating on a wave, and what accelerating force towards that position will the body experience in terms of her momentary deviation from it?"

The answer to this question obviously depends on the nature and direction of the special forces which wave motion develops. And though

a complete solution of this problem is no doubt profoundly difficult, and will not here be attempted, yet we have within our reach certain plain fundamental conditions which are strictly and practically applicable to our purpose.

It must not be considered a mere empty truism when it is remarked that the characteristic difference between still water and undulating water is, that while in the former the particles are stationary and the surface is horizontal, in the latter the particles are in motion and the surface inclined. For it is in the precise relation which the inclination of the surface bears to the motion of the particles, and again in the analogy of this relation to that under which a still surface is also a horizontal surface, that we shall find a key to the required solution.

When a fluid is at rest, the effort or "action," of a particle at the surface, consists solely of its own gravitation; and the direction of this is simply perpendicular and downwards. *Vice versâ*, the "re-action" by which the particle is supported and kept at rest is the resultant of the derivative pressures of the contiguous particles; and this reaction, since it precisely supports the surface particle and keeps it at rest, is, of course, precisely equal to its downward action, and in the opposite direction—that, is to say, perpendicular and upwards.

When the fluid is in motion the continual change, observed experimentally, in the motion of a surface particle (upwards and downwards, backwards and forwards,) implies that it is subject to corresponding accelerating forces: hence the "action" of the particle is no longer that of simple gravitation, but that of gravitation compounded in every instance with the corresponding accelerating force which governs its path; and this composition of forces produces an appropriate inclined resultant, the direction and magnitude of which express precisely the whole action of the particle to which it belongs. *Vice versâ*, here also, as in still water, the corresponding "reaction" is the resultant of the derivative pressure of the contiguous particles: and this must be equal and in an opposite direction to the action which it counterbalances—the inclined resultant, namely, of the gravity of the particle and of the accelerated force which governs its path.

Now, in order that the resultant of all the pressures on a given particle at the surface of a fluid should lie in a particular line, it is necessary that the surface itself should be at right angles to that line. For, otherwise, there would be a preponderance of lateral pressure with reference to the line—a condition at variance with the condition that it is the true resultant. Thus it is that the resultant in still water being of

necessity exactly perpendicular, the surface is of necessity exactly level; and thus it will also follow that in undulating water, the resultant having that degree of obliquity which the motions of the particles prescribe, the surface must of necessity be exactly as much "out of level" as the resultant is "out of perpendicular"—the slope or steepness of the surface gauges the slant or inclination of the resultant.

The Rationale, so to call it, and the practical result of this proposition, will be perhaps more readily understood by reflecting on the conditions to which we must adhere if we would give motion to a board on which a marble, or an adjusted spirit level, rests; or, again, to a cup brimful of liquid, without displacing the marble, or disturbing the level, or spilling the liquid. It will be felt at once that the surface of the board, or the plane of the cup's edge, must be "canted"; the degree of "cant" depending not on the velocity of the motion, but on the changes of the velocity: and, that in fact, this angle must be determined by exactly those conditions which I have pointed out as governing the slope of a wave. The cup full of liquid, thus carried, is in fact equivalent to a small aggregation of moving particles, scooped out of, or detached from the side of some kind of wave. But perhaps the simplest and readiest illustration of the principle will be obtained by attaching any one of these tests of level to a pendulum, at the centre of oscillation, on a plane at right angles to the suspension-rod. When the pendulum is allowed to oscillate under the influence of gravity, the plane of equilibrium will continue always at right angles to the radius of suspension; and the various tests of level will continue to occupy that plane without disturbance.

It follows, if the analogy to wave motion has been correctly stated, that either of these tests may be applied with success to actual wave surfaces. And, in point of fact, it is not a paradox to say that a properly-constructed float, which would carry a marble, or a bullet, in barely stable equilibrium when floating level on still water, would carry it also without disturbance when floating inclined on the steepest wave slope. This, indeed, would be a somewhat delicate experiment to try. A friend of the author's has, however, verified the proposition with a floating spirit level, and he himself verified it as follows:—A float was formed of cork, somewhat like a small life-buoy, about four inches in diameter; a mast was planted obliquely in one side of it, with its apex perpendicular over the centre of the float; a small plumb-bob was suspended from this, having its centre at the level of the centre of buoyancy of the float, and occupying, when in still water, the centre of the ring. When this was

set afloat in a trough, fitted with apparatus for generating waves, while the plane of its flotation followed the slope of the waves, the plumb-bob remained, nevertheless, so completely central, that to an eye resting on it, it was difficult to believe that the surface was really disturbed by waves, though on watching the sides of the trough, it was plain that the wave slope ranged up to 15° or 20° ; the plumb-line, at the same time, deviating to the same extent from the perpendicular. And on trying the experiment in the sea, I have seen the bob remain equally central while the float rested in the hollow front of a breaking surf wave, even where the surface was considerably "over-hanging," so that the line sloped upward from the point of suspension.

It is, then, rigorously true that to a particle at any point in the surface of a wave, or of any non-horizontal volume of free fluid, a tangent to the surface at the point in question is virtually level: and the same law will hold good if for a particle of fluid we substitute a particle of matter which floats, and which, therefore, accepts all the dynamical conditions which the position imposes on it. And if the configuration or character of the substituted particle be such as would give it stability in still water, so that then it would endeavour always to place (what we may term) its axis of equilibrium in a vertical position, then it follows that when the same particle floats on a wave, it will, in virtue of the same property of stability, endeavour to place its axis of equilibrium (not vertical, but) at right angles to the surface of the wave; so that if we were entitled to treat a ship as a mere surface particle in its relation to the wave, the position of momentary equilibrium would be thus completely defined—and this approximate view of the subject will be relied on in prosecuting the discussion.

Bearing in mind, indeed, how large are the dimensions of a thoroughbred Atlantic wave when compared with those of our largest three-decker, such a representation need not be deemed extravagant, the width of the ship not extending beyond 1-10th part of the wave space, and her draught not penetrating to a greater depth than the wave's height.

But in order to confirm our reliance on the results of this assumption, and to justify its application to smaller waves, it will be well to trace out, below the surface of the water, the operation of those conditions which have been shown to govern the dynamic relations of the surface itself; and this may be best done by comparing, as before, the action and reaction of the particles in undulating water, with their action and reaction when the water is at rest.

In still water, the same law in virtue of which the top surface is

horizontal implies that there underlie the surface what may be described as level parallel strata, forming, plane sub-surfaces of uniform pressure.

A TALE OF THE IRISH COAST.

A LEAGUE and a half from the shores that encircle the harbour of Aghavora, on the south-west coast of Ireland, lie the Scariffs, two mountainous islets, separated from each other by a small and stormy strait of about a mile in breadth. From these islets, which command a vast and magnificent view of the ocean, the few peasants that inhabit them, are accustomed to give notice, by signals with fires, to their fellows on the mainland, when they descrie fragments of wreck floating in from seaward, or "schools," (to use the technical phrase) of pilchards, mackerel, and other such fish that visit those shores in great abundance, at certain seasons of the year. On a coast that is the first the Atlantic wave breaks upon, as it rolls from far America it not unfrequently happens that articles of value, once forming portions of some luckless vessel's cargo, drift in after a heavy gale and well reward the daring of those who risk their lives to secure them. Such occasional instances of good fortune have given to the announcement of a "wreck signal" from Scariffs, a magic to disturb the whole population ashore and hurry them out in their boats, through the wildest seas, to possess themselves of, perhaps, a worthless spar, or an empty beef cask, 'ere it be swept upon the rocks. The signal of fish causes a less risk, as in rough weather, the "schools" are seldom to be descried, but it too is eagerly watched for, and attended to, as the vast quantities the fishermen sometimes take and send in salt to Cork, are sure of finding there a profitable market. They are taken by means of large Seine nets, which require for their management fourteen men, divided into two boats crews; the larger boat, in which the net is deposited, containing nine hands, and the smaller which is called the tender, being manned by only five.

The peasantry of the mainland were busily employed on a calm and beautiful morning, about the middle of autumn, in gathering their scanty harvest, when a blue column of smoke was seen to arise from the nearer Scariff, at the point which the signal that fish were in sight, was generally made. The labours of the harvest were at once abandoned for the severer, but more exciting, and often far better rewarded toil of the Seine fishery, by those who possessed "a place" in any of the numerous boats of the neighbourhood, and almost ere the horns, by

which the captains of the boats usually summon their crews, could make their long drawn and doleful notes be heard up the mountain glens, the inhabitants even of the remote Tourinaverren, were down at the little harbour, joining in the general emulation. After the usual quantity of shouting, swearing, and bustling, the Siene boats were all got afloat, the nets stowed snugly in their stern sheets, and one after another they left the harbour, accompanied by their respective tenders, and pulled spiritedly out towards the Scariffs.

A day of great interest and excitement ensued. Not only from Aghavore harbour, but from the Bay of Balinskellig and various parts of the adjacent coast, boats gathered in swarms, and while the ocean was every where disturbed by their eager prows and dashing oar-blades, the air was rent with fierce shouts of emulation, as the different crews, strained their nerves to their utmost, to arrive first among the "schools" of fish. Presently the latter began to be descried hurrying along the surface of the sea in dense bodies, their backs glittering in the sun, and the water bubbling and foaming around them, as in a cauldron. Over their heads, gulls, cormorants, and other sea birds were seen hovering, uttering their various shrill, wild notes, and occasionally swooping down to snatch a prey, or escape the attack of some stronger comrade. Around each of the frightened and hapless "schools," the fishermen were soon busily plying; each separate party endeavouring to be the first to surround the prey with their net and boats, the success of which endeavour precludes of course, further rivalry on the part of the other boats, unless the fish either by diving under the net, or by one bold dash ere the fatal circle can be completely closed around them, effect their escape from their first assailants. When this occurs, they become once more the object of general pursuit.

The success was various—some boats failed altogether in their endeavours, either through the wariness of the fish, or mismanagement on their own part—others were seen deeply laden with the scaly treasure and pull reluctantly away home, giving up the pursuit through sheer inability to carry more with safety. A few who had been so utterly unfortunate, as at no time to have an opportunity of trying their skill, continued through the whole of the afternoon, to traverse in every direction the waters in the neighbourhood of the Scariffs, now pulling eagerly towards where the surface was ruffled by flaws of wind from the lofty islets, and then resting on their oars when they perceived the illusion, and giving free vent to their disappointment.

Their perseverance was unrewarded: the few fish that escaped the hot pursuit of the morning had now sought refuge in the depths of the

ocean, or were gone to seaward, far out of reach of their merciless enemies. Gradually the most patient of the fishermen, tired of their fruitless efforts, and as the sun sunk lower and lower, party after party re-stowed their nets and steered away to their distant homes. By nightfall but one Seine boat and her tender remained near the scene of action, and these had pulled into a small rocky cove of the lesser Scariff, where their crews landed to seek refreshments from the few tenants of the mountain islet.

The moon was riding high and unclouded, when the five men who belonged to the "tender" of the Seine boat just mentioned, shoved off their little bark from the island, and commenced their long homeward pull, without waiting for their companions of the large boat. There was a soothing influence in the time that came like balm over the men, jaded as they were by the incessant excitement and exertion of the day. The calm chaste splendour of the silent moon, the dim grandeur of the mountains, the slow, majestic heaving of the vast, and, but partially illumined ocean—all combined to give to the minds, even of these rude fishermen, a full and absorbing sense of sublimity, and to check all sounds save those of the oars, that were now pulled with a langour, strongly contrasting with the ardour and energy of the morning.

As the novelty of the sensation gradually wore off, the deep vein of sensibility that is ever to be found in the breast of the Irish peasant, quickened into action, and one of those low, plaintive national melodies, such as a celebrated Italian musician of other days is said to have characterised as "the music of a nation that had lost its freedom," rose upon the stilly air, harmonising well at every fall with the low and regular moan of the breakers on the distant shore. The singer, who was the man at the stroke oar of the boat, continued his mournful song, unconsciously timing his exertions with its cadences, the men listening to him almost breathless, till suddenly and rudely startled from the kind of trance into which they had fallen, by a strong exclamation of astonishment from the man who sat at the helm. His eyes had suddenly fallen on some strange object ahead, and he was now pointing eagerly in that direction, and uttering repeated and earnest ejaculations of extreme surprise. Every eye followed the direction of his finger, and as the men perceived the indicated object, each seemed to share in his emotion. A small boat was visible within a few yards of them, tenanted by a single figure, of which, as well as the boat, nothing was at all distinct, save the outline, all the rest was vague and shadowy. High on the summit of one of the long swells that were sweeping slowly and majestically in from seaward, the strange boat was to be seen for an

instant, and then as the huge wave glided from under her, she was hid from view by the following one, but soon rose to its summit also, and again became visible to the amazed fishermen. Involuntarily these latter gave their boat a wide sheer from their former course, which must have brought them close to the strange bark, and when they had reached a little distance, they lay upon their oars, gazing with all their souls on the object of their avoidance.

The little vessel, and the figure that sat in it, still remained dark and indistinct, and without other motion than that given by the slow heavings of the ocean. As the fishermen gazed, a strange and chilling sensation of awe came over them, defying their utmost endeavours to shake it off. It was tenfold increased, when their helmsman, in a tone whose quivering and huskiness ill supported his assumed hardihood, hailed the strange boat two or three times, and received neither answer nor any symptom of attention from the motionless figure it contained. Presently the men became aware of a low, wildly, musical strain, that appeared to rise from the sea, and to float in the midnight air around them. Its character was sweet, but exquisitely mournful; its notes piercing to the depths of their hearts, and seeming to chill and benumb every hope, and breathe the very essence of melancholy and despair. Now it rose, still passing sweet, to some wild and high notes, then sank down to a low agonising moan, as of a breaking heart, and died away in the distance with a long protracted wail. Motionless as the phantom on which they were gazing, the men lay upon their oars, their boat drifting at the will of the waves, and their whole souls wrapped in that deep and thrilling strain. A loud harsh shout from some distance astern, broke startlingly on their ears, and woke them from the strange spell, drawing every eye for a moment to the quarter from whence it proceeded. At the same instant, a dense cloud covered the moon; a sudden gust of wind swept over the waters, and the unearthly music was lost in the near roar of a breaker. For but an instant the fishermen looked back; and perceiving that the shout proceeded from the crew of the Seine boat to which they were attached, and which was now pulling rapidly towards them, they again turned their gaze to where they had seen the mysterious bark and its phantom tenant. It was gone!—through a break in the cloud over the moon, a bright beam shot down over the spot where the phantom had been, but nothing was now visible there, save the crest of one of the long waves breaking with the first breath of the unexpected breeze. The fishermen had no time to lose in expressions of astonishment; while they had lain inactive, they had drifted close to a rock that lies some distance out from the

harbour of Aghavore, and it required a strong and desperate effort to clear themselves of the draw of the breaker.

The boat astern rapidly hauled up, and her crew were loud in railery and reproach to those of the tender, for lying on their oars, until nearly drifted ashore. The Seine boat's crews had seen nothing—had heard nothing—nor could all the assurances and protestations of their comrades in the other boat, make them believe the story of the phantom bark. But ashore the strange story found a ready credence, and when the crew of the "tender" reached their homes, there was much mourning in their families, for the apparition was deemed to be that of the death-foretelling Banshee.

The breeze that sprung up so suddenly, freshened when the moon went down and the dawn approached. The morning broke cloudy and gloomy, with every indication of coming bad weather. By noon the wind had increased to a heavy gale, and the ocean, lately slumbering so placidly, was now dashing its huge and swollen billows in fury against the rocks. Noon was not long passed, when, as the cloud that hung over Scariff cleared for a while, a fire was to be seen blazing brightly on a height, whence the signals of "wreck" were usually made.

"Are ye going out boys," was the question of a venerable looking old peasant to the crew of the "tender," whose adventure we have described, as he saw them vieing with the other fishermen in endeavouring to get their boat ready. "Are ye going out afther what happened to ye last night?"

"Yeh! then to be sure we are," was the reply—"what else would we be doin' and wrack outside? Is it lave it to the Coomacloneaan boys, ye'd have us?"

"Isn't it betther lave it to them, or any one else, than to be all lost, as ye'll be, if ye go? Didn't yerselves tell us ye heard the Banshee last night?"

"Och! baithershin, the Banshee!—sure it's not every word we tell ye that ye're to believe; besides, if we did hear the Banshee last night, what has that to say to day? Maybe it's the Banshee itself that we'll be bringin' in with us before long!"

As the speaker said this, half in anger, half jestingly, he turned abruptly away and stepped aboard the boat. The old man shook his head solemnly, as he saw her pulled out of the harbour, and urged against the tremendous waves outside by her daring crew. By efforts that seemed more than human, they came up with and passed two boats that had gone out before them, nor was their speed seen to relax so long as the driving rain and tumbling billows allowed them to be

discerned. For upwards of an hour, during which the tempest seemed to be even increasing in fury, the old peasant remained upon the stormy beach, and endeavouring to cherish a belief that his own dark prediction would not be verified. At the end of that time the two boats that had gone out with the "tender" returned without her. Their crews told a sad tale—the wreck, which was a large balk of timber, such as frequently come in on that coast, had struck her as she lay in the hollow of a wave and shattered her to pieces—all on board perishing 'ere the other boats could come to their assistance. Y.

RAMSGATE HARBOUR DUES.

THE charge made on yachts entering the Port of Ramsgate being oppressive, and a cause of great complaint, it was brought forward at a late meeting of the Royal London Yacht Club by the worthy treasurer (Mr. Eagles); and it being a subject in which every yachtsman is concerned, we would urge on them the necessity of uniting in a strong remonstrance against the evil, which if not checked here may be followed by others to the great detriment to the prosperity of the Pleasure Navy. Contrast the conduct of the Home Authorities with that of nearly all Foreign powers whose ports are free to British yachts, and this charge will be considered a disgrace to the nation.

Mr. Eagles in bringing the above evil before the Club said "That he had heard some reference made to the very heavy charges for dues on yachts entering the harbour of Ramsgate, and he would ask the chairman what was to be done in the matter? This was a most important thing for the members of every Yacht Club, when they took into consideration that every yachtsman entering that port was charged 1s. per ton for his vessel."

Mr. Fearon rose to correct him:—"The Board of Trade were allowed by Act of Parliament to charge 1s. per ton, but only authorized 6d. which was the sum charged."

The treasurer resumed:—"he thought it was 6d. in and 6d. out of the harbour. However to charge a yachtsman 6d. per ton was too much, and something more should be done in the matter. The Royal Thames had received the same answer as they had; but before the next yachting season arrived some united application of all the Yacht Clubs of the Metropolis, or even of the Kingdom, should be made he thought, to the Authorities. He did not think the Legislature had, in passing this Act, ever contemplated the saddling of yacht owners with so heavy a charge.

They were subject to certain exemptions and exceptions elsewhere, and would also be in this country if they made themselves heard. He was not about to make any proposition, but merely wished to throw it out as a suggestion, that before the opening of the next season, they should put themselves in communication with the other principal Yacht Clubs, with the view of making a united representation to the Board of Trade. They would have no difficulty in getting other clubs to assist them in their endeavours, and he hoped they would 'ere long be stirring in the matter."

Mr. Fearon intimated that yachts hailing from the port of Ramsgate were exempt from tonnage dues, by paying a small sum annually, consequently yachts were now hailing from Ramsgate to avoid so heavy a tax.

The treasurer "thought this an additional reason for them to petition the Board of Trade. Here they had the fact before them, that while a gentleman with a 40 or 50 ton yacht had to pay 6d. per ton (which became a very serious matter with a large vessel,) every time he entered the harbour, any vessel hailing from Ramsgate was exempt by paying some small sum every year. He repeated, this was too serious an affair to be passed over lightly."

Mr. Harrison said "he would, with the permission of the members, make a few remarks upon this question, as he wished to show the difference between the port of Ramsgate, and where he had been in the habit of residing, both at Liverpool and Birkenhead. Winter or summer, at any time a gentleman could go to either place and lay up his yacht in the dock as long as he pleased, and would not be asked a farthing for staying there. He had no doubt a yacht might lie there six or eight months at a time, and no charge be made; and Mr. Ackers' vessel, the *Brilliant*, had he believed, been there 16 or 18 months upon the same terms. He had himself two yachts there at this moment. They had often been in dock, and he had never been called upon to pay anything. He merely rose to contrast the kindly spirit of the authorities at Liverpool and Birkenhead with that exhibited in Ramsgate harbour, and he really could not see why, if the places he had quoted could afford to treat yacht owners so liberally, others could not do the same."

BOAT EXPERIMENTS.

WITH a view to lessen the dangers of life-boats and other craft a gentleman, named Malam, residing near King's Lynn, has experimented on different boats, and thus gives us the result :—

"Having made some trials with canvas tubes filled with cork, four inches in diameter, placed externally on the sides of small and large boats from their stem to their stern posts, I am led to believe that the safety of various descriptions of boats may be secured by the use of them. A small boat which turned over with three men sitting on one side of the gunwale, would not turn over with them when the cork tubes were fixed round it. A large boat 26ft long, with a beam of 6ft. 6in., when out at sea about seven miles, with nearly 52 yards of canvas set, was caught by a squall. The boat on its lee side was forced down into the water as far as the line of the cork tubes, and, after remaining there till the mast broke, and the sails went overboard, immediately righted itself. If the boat had not had the cork tubes most probably it would have filled with the water on its lee side. Although much has been done in the internal fittings of life-boats, and although also their external surface has been covered with cork to render them safe, I consider that the protecting and resisting power of the cork should be concentrated as much as possible on a line below the top of the gunwale and out of the water, as in the above case. The cork tubes would then act in a similar manner to empty casks lashed and secured to the outside of a boat; in fact, they would resemble a cork life belt fastened round the chest of a man, and might be called boats' safety belts. The cork tubes readily conform to the sides of any boat, their greatest diameter being amidships, and tapering off close to the stem and stern posts. Fixed round the gunwale, they act as fenders and protect a boat from injury when driven against a vessel or stonework. The size of the tubes can be made of any requisite diameter, and fastened to a boat with copper or galvanized iron straps. Placed externally, the tubes must considerably increase the beam of a boat, thereby causing its greater lateral stability, and keeping it upright on the water. Their position, only 6in. lower than the top of the gunwale, is such that the cork tube on the lee side of a boat, when lifted or forced out of the water, and prevent its filling with water on the side. The waves of a stormy sea striking upwards against the tubes render a boat buoyant when launching or beaching. Cork and air vessels, fixed internally, require a boat to fill with water before they can be of any use. The cost of the cork tubes is comparatively trifling, and they can be readily adapted to any description of boats. Yachts, fishing smacks, and even larger craft may be made more seaworthy than before by cork tubes of proper sized diameter."

ROYAL NATIONAL LIFE BOAT INSTITUTION.

A meeting of this Institution was held at its house, John-street, Adelphi, on 4th December, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Sir Edward Perrott, Bart.; Admiral Washington, F.R.S.; Captain A. P. Ryder, R.N., Private Secretary to the First Lord of the Admiralty; Admiral Gordon, Alexander Boetefeur, Esq.; Admiral Bullock,

Captain Ward, R.N., Inspector of Life-boats to the Institution ; and Richard Lewis, Esq., the Secretary.

An interesting communication was read from the Hon. C. F. Adams, the American Minister at this Court, stating in reference to the valuable services rendered by the Lytham and Southport Life-boats of the Institution a few weeks ago to the crew of eighteen men of the ship *Annie E. Hooper*, of Baltimore, United States, that he had been instructed by the President of United States of America to present 100*l.* in his name to the National Life-boat Institution, and 81*l.* to the crew of the life-boats, in addition to the rewards amounting to 15*l.* 10*s.* previously granted to them by the Society. The committee expressed their high appreciation of the munificence of President Lincoln in this case.

A reward of 4*l.* was given to the crew of the Institution's life-boat stationed at Padstow, for their laudable exertions in putting off and rescuing, under peculiar circumstances, the crew of four men of the sloop *Loftus*, of Padstow, which, during very thick weather, was wrecked off that place on the 9th Nov. The weather was so thick at the time that the vessel could hardly be seen by the life-boat's crew. However, they pushed on through the heavy fog, being provided by the institution with one of Dent's liquid compasses. The life-boat reached the vessel, and took off her crew of four men who were afterwards safely brought on shore. Mr. Shea, the officer of coast guard, was on board the life-boat on this as on many previous occasions, and has assisted in her in saving twenty-five lives. With the special permission of the late Prince Consort, the Padstow life-boat is called the *Albert Edward*, after the Prince of Wales, who is also the Duke of Cornwall. By a singular and happy coincidence, of which some of the Cornish men are particularly proud, the life-boat was thus the means, under God, of saving four poor creatures from an inevitable death on the very day that the Prince attained his majority—an auspicious omen, for deeds of mercy have "their victories no less renowned than war." Occasionally there are some most encouraging incidents, like the one in question, associated with these life-boat services which come home to the highest as well as the lowest amongst us.

A reward of 6*l.* was also voted to the crew of the neighbouring life-boat at Bude Haven, belonging to the society, for putting off and saving the crew of three men of the smack *Mary Elizabeth*, of Porthleven, which, in a heavy sea that breaks with fearful violence from the Atlantic on to this coast, was found disabled on the 14th ult. Mr. W. Maskell stated that "the sea was running in high enough to test the capabilities of any life-boat in England, and in rollers very different indeed from the seas which break along our south and eastern coasts. But strong arms and good courage carried the life-boat through the surf, which at times seemed almost to overwhelm her as she sank between the waves. Outside the surf the boat was in safer water, but had two miles to pull along a lee shore, the wind blowing dead and strong upon it. In three-quarters of an hour she reached the wreck, and took off the crew of two men and a boy. This was about a mile from

the shore, opposite a reach of sand called Widemouth Bay. The sea was coming in upon this sand very heavily in long swells, breaking first at least a quarter of a mile away. But it was scarcely possible to pull back to the harbour against wind and tide, and the sea was more dangerous at its entrance, on account of the state of the tide, than when the boat started, and accordingly the crew determined to run the boat at once for Widemouth. In she came; made a slight pause outside, as if the men knew it would be at the peril of their lives, and then dashed through. She was buried in the seas as they passed her by, but she behaved admirably, and at last on one great sweeping wave ran in upon the sand. The lines of the boat were caught, she was hauled up, and the shipwrecked crew were saved.

A reward of 4*l.* 10*s.* was also voted to the crew of the Kirkcudbright life-boat for putting off and saving the schooner *Ellen*, of Liverpool, which, during some heavy weather, had struck on Kirkcudbright Bar on the 13th ult. It was reported that the vessel was saved from destruction entirely through the life-boat. This valuable boat was only recently sent to this place through the munificence of a benevolent gentleman (N.L.) resident in Manchester.

A reward of 11*l.* was also voted to the crew of the Teigdmouth life-boat of the institution for saving, during the tempestuous night of the 18th ult., two out of three men belonging to the smack *John*, of that place, which had struck on the bar, the sea sweeping in heavy rollers over her. The piercing cries of the poor men having been heard, the life-boat was launched as soon as possible. In the meantime one of the men on the wreck had thrown himself overboard with an oar, and was instantly drowned. The other two men were brought ashore in the life-boat in a state of complete exhaustion.

It was reported that the Lytham life-boat had been the means of bringing to a port of safety the sloop *Mart*, of Stranraer, which, during foggy weather had been abandoned on the Salthouse Sand Bank, on the Lancashire coast on the night of the 15th ult.

It was stated that one of the Institutions life-boats stationed at Dundee Harbour had assisted in bringing safely to port the schooner *James Dowell*, of Newcastle, which had become waterlogged in a heavy storm on the night of the 1st ult.

Rewards amounting to 58*l.* were also voted to the crews of the life-boats of the Institution stationed at Palling, Aldboro', Margate, Carmarthen Bay, Dundalk, and Arklow, for putting off with the view of rendering assistance to vessels which had signals of distress flying, but which did not afterwards require their services.

The silver medal of the society and 3*l.* were voted to Thomas King, master of the smack *Paragon*, of Harwich, and 18*l.* to his crew of six men, for their long and intrepid exertions, extending over two days, in rescuing, during a gale of wind and thick weather, four out of six persons from the schooner *Thrifty* of Goole, which on the 19th October last foundered on the Long Sand. This was one of the most daring and persevering cases of saving life on record. Captain Jackson, R.A., Inspecting Commander of the Coast Guard reports the case —

"On the evening in question the Thrifty took the ground on the south-west end of the Long Sand, it then blowing a gale from the S.W. About noon on the following day (Monday) the smack Paragon, having sighted the wreck, closed with her, and tried to get the crew off, but, after two attempts, in both of which the boat failed and was nearly swamped, the smack was obliged to give it up. She then tried to give assistance by running to seaward of the sand, but in doing so she shipped a sea and was obliged to run for Harwich, where she arrived about ten p.m. On Tuesday, about one a.m., the crew having got dry clothes and some refreshment, started again and reached the shipwrecked crew. The next day was occupied in getting the body of the mate's poor wife from the mast-head of the wreck. I may say that the exertions of the smackmen on the occasion were most praiseworthy, and that they seriously damaged their boat, the crew of which also incurred much danger in trying to reach the wreck. It is particularly worthy of notice, that in bravely and unselfishly persevering in their exertions through three days these men lost many chances of making good salvage, several of the smacks of this port and that of Colchester having received more than 100*l.* for salvage during this very gale."

Various other rewards were also voted for saving life from wrecks on different parts of the coast.

The Institution had recently sent two life-boats to the coast, one to Tyne-mouth, in Northumberland, and the other to Fleetwood, in Lancashire. The cost of both boats had been severally presented to the Institution by a benevolent lady and gentleman.

Some beautiful verses and music on the life-boat, composed by a clergyman, were submitted to the meeting. The author hoped by their sale to raise the cost of a life-boat. They are published by Boosey of Holles-street.

The Rev. W. Jackson, of Heathfield, and the Rev. N. M'Gachen of Portsmouth, had recently been delivering lectures on the life-boat and her work.

The committee expressed their deep regret at the lamented death of Admiral Sir Charles Sullivan, Bart., who for nearly forty years had been a constant annual subscriber of 5*l.* to the Life-boat Institution. During that long period he had witnessed the Institution, by its life-boats and its system of rewards, contributing directly and indirectly to the saving of nearly 13,000 shipwrecked persons on our coasts.

It was reported that a contribution of 5*l.* had been received from the late officers and crew of her Majesty's ship *Alecto*, through Capt. H. J. Raby, R.N.

Payments amounting to upwards of 1,200*l.* having been made on various life-boat establishments, the proceedings terminated.

A VOYAGE FROM COWES TO SYDNEY, NEW SOUTH WALES.

THIS was performed by the iron schooner yacht *Chance*, of 72 tons, William Walker, Esq., owner ; and is another instance of the excellence of the construction of the vessels of the pleasure navy, and the adventurous spirit of yachtsmen.

This vessel was built in 1853, by Simons, on the Clyde, for D. Richardson, Esq., and was subsequently owned by his brother, John Richardson, Esq., who sold her in 1861, to her present owner. She left Cowes on the 13th of January, 1862, and arrived at Sydney on the 3rd of June following, as the appended log will show.

Monday, January 13, 1862.—Pilot came on board, got under weigh, and proceeded through the Needles, bound for Australia ; at noon the pilot left us off the Needles.

Winds, N.W. by N.

Tuesday, 14.—P.M. : Moderate N.W. winds and fair weather ; all canvas set to advantage ; at seven p.m. strong and freshening winds ; veering S.S.W., tacked ship to westward ; at eight p.m. it blew a strong gale, double-reefed the foresail and fore-staysail ; at ten p.m. double-reefed the main storm trysail. At four a.m. the wind shifted and hauled up N.W. again. At noon it blew a strong gale from N.W., hove to under a double-reefed main trysail, with the fore storm trysail, and staysail stowed, the little ship pitching heavily, and some rare green seas taking charge of the deck occasionally.

Winds, N.W. by N ; course W. ; lat. by acct. 50° , lat. by obs. $50^{\circ} 8'$ lon. by acct. $3^{\circ} 27'$, distance 78 miles.

Wednesday, 15.—P.M. : Very strong gale, with thick, cloudy atmosphere ; had a head reaching wind at N.N.W., carried away some of the bulwark sheeting forward, and started two of the bulwark stanchions. At two p.m. the wind veered W.N.W., when we wore ship and stood into Lyme Bay for shelter, and worked down along the land ; at midnight the Start Light bore by compass N.N.W., distant four miles ; at two a.m. the wind hauled up northerly, and the sea began to fall ; steered out to sea, and shaped our course down Channel, out all reefs and set full canvas.

Winds, N.W. to N.N.W. ; course, S. 63° W. ; lat. by acct. $49^{\circ} 39'$; lat. by obs. $49^{\circ} 49'$, lon. by acct. $4^{\circ} 54'$, lon. by obs. $4^{\circ} 56'$ W. ; distance 67 miles.

Thursday, 16.—P.M. : Begins with light airs and occasional calms, accompanied by heavy sea until midnight, when a fresh breeze sprung up from the southward. At four a.m. wind moderate and cloudy sky ; at eight a.m. the wind freshened considerably, and there was a heavy westerly roll of the sea ; at noon the vessel pitched heavily in the swell, when we reefed the fore staysail.

Winds, S. to S.S.W., course S. 53° W. ; lat. by acct. $49^{\circ} 11'$, lat. by obs. $49^{\circ} 17'$, lon. by acct. $6^{\circ} 3'$, lon. by obs. $6^{\circ} 10'$ W. ; distance 63 miles.

Friday, 17.—P.M.: Strong southerly winds, accompanied by a heavy head sea, the ship plunging heavily, but still going well through it. Took in the foresail and bent storm fore trysail. At midnight strong southerly gale and very heavy rain. At six a.m. the gale still increasing, with occasional wild squalls, the rain still falling heavily, the wind suddenly shifted to the N.W. when we wore ship to the S.W. At eight a.m., the wind moderating, set all prudent sail. At noon there was a strong steady breeze, but a very high and tumbling sea.

Winds, variable; course, S. 41° W.; lat. by acct. $48^{\circ} 6'$ lat. by obs. $00^{\circ} 00'$ N.; lon. by acct. $8^{\circ} 3'$, lon. by chron. $8^{\circ} 2'$ W.; distance 94 miles.

Saturday, 18.—P.M.: Strong squally N.W. winds, accompanied by heavy rain showers. Unbent the fore storm trysail, and set the close reefed foresail. At 8 p.m. the wind moderated, but there was a very heavy beam sea that swept our deck occasionally, and obliged us to batten down the fore-scuttle: at midnight the weather moderated, the sea fell considerably, and we had fine clear weather; at 2 a.m. set the whole foresail and staysail; from 4 a.m. until noon there was a light and decreasing breeze.

Winds, variable; course, S. 22° W.; lat. by acct. $47^{\circ} 8'$ N., lat. by obs. $00^{\circ} 00'$; lon. by acct. $8^{\circ} 23'$, lon. by chron. $8^{\circ} 23'$ W., distance 97 miles.

Sunday, 19.—P.M.: Light airs accompanied by a heavy rolling N.W. swell; at 5 p.m. tacked to the westward; the wind very variable; at 8 p.m. the wind freshened, and there was a heavy head sea; reefed the fore staysail. At midnight there was a strong breeze from the S.W., the vessel pitching and labouring heavily; we close reefed the main and foresails; at 2 a.m. the wind hauled up to the N.W., when we tacked ship to the S.W.; at 6 a.m., the wind decreasing and sea falling, shook out all reefs.

Winds, N.W. to W.S.W.; course, S. 21° W.; lat. by acct. $45^{\circ} 8'$, lat. by obs. $45^{\circ} 16'$ N.; lon. by acct. $9^{\circ} 31'$, lon. by chron. $9^{\circ} 41'$ W.; distance 118 miles.

Monday, 20.—P.M.: Light N.W. winds, accompanied by heavy rolling sea that frequently filled our decks; barometer fell to 29.5. At midnight the wind freshened to a strong breeze from N.W., accompanied by rain showers. Double reefed the foresail. At 8 a.m. the barometer rose steadily, shook out reefs, and set all plain sail.

Winds, N.W., variable; course, S. 24° W., lat. by acct. $43^{\circ} 8'$; lat. by obs. $43^{\circ} 45'$ N.; lon. by acct. $10^{\circ} 36'$; lon. by chron. $10^{\circ} 27'$ W.; distance 96 miles.

Tuesday, 21.—P.M.: A moderate breeze, accompanied by rain showers. At 2 p.m. it became very squally, and we double reefed the foresail and fore staysail. At midnight the weather moderated, and the wind veered to the S.W. At 2 a.m. the wind freshened fast, set and double-reefed the main storm trysail. At 4 a.m. there was a strong gale from S.W., accompanied by heavy rain. At 6 a.m. the wind shifted suddenly to the N.W., wore ship to the S.W. At noon it blew a heavy gale, and there was a high and confused sea.

Winds, N.W. to S.; courses, S. 25° W.; lat. by acct. $41^{\circ} 46'$; lat. by obs.

42° 1' N., lon. by acct. 11° 25'; lon. by chron. 11° 30' W.; distance 125 miles.

Wednesday, 22.—P.M. : Strong squally N.W. gales accompanied by a very heavy sea. At 2 p.m. a sea struck us on the starboard bow, swept away the bulwark sheeting, and smashed three of the bulwark stanchions. At midnight the wind decreased rapidly, set all prudent sail. At noon there was a strong, steady breeze, and the sky overcast and cloudy.

Winds, N.W. to S.; course, S. 14° W.; lat. by acct. 40° 30', lat. by obs. 40° 18' N.; lon. by acct. 11° 42'; lon. by chron. 11° 36' W.; distance 93 miles.

Thursday, 23.—P.M. : Strong S.W. winds and thick weather; at four p.m. the wind increased in heavy squalls, the barometer fell to 29·5; close-reefed the foresail and fore staysail. At five p.m. it blew a whole gale, and there was a tremendous sea running, the vessel pitching heavily; took in the foresail, bent the fore storm trysail, and balance reefed the main storm trysail; at midnight the gale increased in severity, took in the fore trysail and reached under the close-reefed staysail and balance reefed main trysail.

Winds, W.S.W.; course, S. 26° E.; lat. by acct. 39° 10', lat. by obs. 39° 17', N.; lon. by acct. 11° 20' lon. by chron. 11° 27' W.; distance 75 miles.

Friday, 24.—Barometer 29·7.—P.M. : A strong gale from the S.W., the vessel labouring heavily in a weighty sea, and shipping much water. At four p.m. wore ship to the westward. At midnight the wind hauled up westerly, wore ship to the southward. At four a.m. the wind decreased, and there was a dark, cloudy atmosphere; set the fore storm trysail. At eight a.m. set the mainsail and staysail. At noon the weather moderated, but there was still a heavy sea running.

Winds, S.W. by W.; course, S. 2° E.; lat. by acct. 38° 45', lat. by obs. 38° 51' N.; lon. by acct. 11° 27', lon. by chron. 11° 25' W.; distance 30 miles.

Saturday, 25.—Barometer 29·8—P.M. : Moderate breeze, with a heavy head sea; unbent the fore trysail and set the foresail: the wind hauling up N.W., tacked ship S.W. by W. At eight p.m. double reefed the foresail. At midnight there was a moderate breeze, the sky dark and cloudy. At six a.m. lowered the foresail and leathered the after leach, to prevent its being chafed by the main rigging; we also rounded the rigging. At noon it was nearly calm.

Winds, variable; course, S. 34° W.; lat. by acct. 38° 4', lat. by obs. 38° 7' N.; lon. by acct. 12° 4', lon. by chron. 11° 57' W.; distance 62 miles.

Sunday, 26.—Barometer 30·1—P.M. : calm from noon until midnight, when a light air sprang up from the S.E.; set all possible sail. At noon there was a moderate breeze at S.E., and clear weather. We broached our second tank of water.

Winds, S.S.E.; course, S. 26° W.; lat. by acct. 37° 12', lat. by obs. 37° 13', N.; lon. by acct. 12° 16', lon. by chron. 12° 7' W.; distance 61 miles.

Monday, 27.—Barometer 30·3—P.M. : Fresh S.E. winds and fine clear weather until midnight, when the wind hauled round to the S.W. At four a.m. the wind was S.S.W., blowing fresh, and accompanied by a heavy confused swell, the vessel shipping a quantity of water on deck. This weather and sea continued until noon.

Winds, S.E. to S.W.; course, S. 46° W.; lat. by acct. $36^{\circ} 18'$; lat. by obs. $36^{\circ} 27'$, N.; lon. by acct. $18^{\circ} 33'$, lon. by chron. $13^{\circ} 14'$, W.; distance 100 miles.

Tuesday, 28.—Barometer 36.8—P.M.: Strong S.W. winds, and thick squally weather; there was a tremendous head sea on, and the vessel shipped much heavy water, but behaved nobly. At five p.m. strong S.W. breezes, accompanied by rain showers. We double reefed the foresail and staysail. At eight p.m. there were sudden and repeated squalls, and very heavy rain; the wind suddenly chopped round to the N.W., and we tacked ship to the S.W., the wind rapidly moderating. At midnight light airs and clear weather; shook out all reefs. At noon it fell calm, with heavy westerly swell.

Winds, S. to W.N.W.; course, S. 53° W.; lat. by acct. $36^{\circ} 00'$, lat. by obs. $35^{\circ} 59'$, N.; lon. by acct. $14^{\circ} 18'$, lon. by chron. $14^{\circ} 14'$ W.; distance 46 miles.

Wednesday, 29.—Barometer, 30.5—P.M.: Light airs and calms; at four p.m. a light breeze sprang up from the southward; at midnight a freshening breeze and cloudy weather, accompanied by occasional showers; at eight a.m. the wind veered to the S. E. Two vessels in sight, standing to the westward.

Winds, S. to S.E.; course, S. 44° W.; lat. by acct. $35^{\circ} 8'$, lat. by obs. $35^{\circ} 8'$, N.; lon. by acct. $15^{\circ} 14'$, lon. by chron. $15^{\circ} 12'$ W.; distance 71 miles.

Thursday, 30.—P.M.; Light airs and cloudy. At four p.m. exchanged signals with the barque Rochester Castle, eight days from Cadiz to Belize—compared longitudes; lon. of Rochester Castle, $15^{\circ} 30'$, W., lon. of Chance $15^{\circ} 27'$ W. Midnight there was a light breeze from the eastward and dark cloudy weather; at noon the wind still continued from the eastward, and we had fine clear weather; out jibboom; rigged it and set the jib.

Winds, E.S.E.; course, S. 39° W.; lat. by acct. $34^{\circ} 10'$, lat. by obs. $34^{\circ} 13'$, N.; lon. by acct. $16^{\circ} 34'$, lon. by chron. $16^{\circ} 40'$ W.; distance 81 miles.

Friday, 31.—Barometer, 30.5.—P.M.: Moderate E.S.E. winds and fine clear weather. At midnight we sighted the island of Madeira, bearing by compass S.S.E., distant 14 miles; got becalmed in the lee of the island until four a.m. At eight a.m. we exchanged signals with the clipper ship Forest Rights, 28 days from London to Bonny: she enquired by signal if we would take letters to England for her, and her captain seemed rather astonished when we informed him we were bound round the Cape for Sydney! The west point of Madeira now bore from us S.E. by E. $\frac{1}{2}$ E., distant 20 miles. At noon we got a fresh breeze, and shortly afterwards lost sight of the island.

Winds, E.S.E. to E. by S.; course, S. 14° W.; lat. by acct. $32^{\circ} 2'$, lat. by obs. $32^{\circ} 6'$, N.; lon. by acct. $17^{\circ} 50'$, lon. by chron. $17^{\circ} 55'$ W.; distance 136 miles.

Saturday, February, 1.—Barometer, 36.5.—P.M.: Smart S.E. breeze and cloudy weather. We found that we were a fair match for the clipper ship, neither going ahead of the other, she set her fore-topmast studding sails, and made all possible sail to get away from us. After some time she succeeded in forging about two miles ahead of us; we took in our small jib, set

a larger one, and overhauled her hand over hand, and at five p.m. we had run her out of sight astern. At midnight, a strong breeze and occasional squalls. took in jib, and double-reefed the foresail, at eight a.m. shook out all reef, and at noon set jib again.

Winds, S.E.; course, S. 34° W.; lat. by acct. $30^{\circ} 4'$, N.; lon. by acct. $19^{\circ} 33'$, lon. by chron. $19^{\circ} 30'$ W.; distance 147 miles.

Sunday, 2.—Barometer 30.2 —P.M.: Moderate E.S.E. winds, and fine weather throughout these twenty-four hours.

Winds, E.S.E.; course, S. 19° W.; lat. by acct. $28^{\circ} 16'$, lat. by obs. $28^{\circ} 16'$, N.; lon. by acct. $20^{\circ} 20'$, lon. by chron. $20^{\circ} 31'$; distance 110 miles.

Monday, 3.—Barometer, 30.2 —P.M.: Fresh breezes and sultry weather; going along nicely under all possible sail. Crew employed making chaffing mats for shroud lanyards. Got sofa, cushions, &c, on deck and aired them. At noon wind decreased.

Winds, E.S.E.; course, S. 31° W.; lat. by acct. $25^{\circ} 59'$ lat., by obs. $38^{\circ} 59'$, N. lon. by acct. $22^{\circ} 3'$, lon. by chron. $22^{\circ} 2'$ W. distance 160 miles.

Tuesday, 4.—Barometer, 30.1 —P.M.: Moderate breeze and fine weather; all sail set to the best advantage. Crew employed variously as circumstances required. At midnight we had a strong breeze from the S.E.

Winds, E.S.E.; course, S. 39° W.; lat. by acct. $23^{\circ} 48'$, lat. by obs. $23^{\circ} 47'$, N.; lon. by acct. $24^{\circ} 00'$, lon. by chron. $24^{\circ} 00'$ W.; distance 170 miles.

Wednesday, 5.—Barometer, 30.1 —P.M.: Moderate breeze from E.S.E. and fine weather. Four P.M.: Wind decreased. At midnight we had a very light breeze and clear weather.

Winds, E.S.E.; course, S. 14° W.; lat. by acct. $21^{\circ} 35'$, lat. by obs. $21^{\circ} 31'$, N.; lon. by acct. $24^{\circ} 36'$, lon. by chron. $24^{\circ} 36'$ W.; distance 136 miles.

Thursday, 6.—Barometer, 30.1 —P.M.: Moderate easterly winds and fine clear weather; all possible sail set. The crew employed in overhauling and repairing the running rigging and blocks. At midnight moderate winds and clear weather. At noon winds light.

Winds, E.; course, S. 14° W.; lat. by acct. $19^{\circ} 15'$; lat. by obs. $19^{\circ} 16'$, N.; lon. by acct. $25^{\circ} 12'$; lon. by chron. $25^{\circ} 24'$ W.; distance 142 miles.

Friday, 7.—Barometer, 30.1 —P.M.: Moderate winds and fine weather. Got up clothes, bedding, sofas, cushions, &c, and dried and aired them. Crew employed otherwise according to circumstances. At midnight had a fresh breeze, and the sky became cloudy. At five a.m., sighted the Island of St. Antonio, Cape De Verd Islands, bearing S.E., distant 20 miles. At six a.m. it fell flat calm and continued so until ten a.m., the south point of St. Antonio bore E.N.E. distant 12 miles. At noon we had a strong breeze.

Winds, E.; course, S. 6° W.; lat. by acct. $16^{\circ} 31'$; lat. by obs. $16^{\circ} 32'$, N.; lon. by acct. $25^{\circ} 41'$, W.; distance 164 miles.

Saturday, 8.—Barometer, 30.1 P.M. Strong breeze from eastward, accompanied by very sultry weather. Seamen employed repairing rigging and making chaffing gear. At four p.m., the main throat halyards were carried

away; spliced them and re-set the mainsail. Six p.m., squally weather; in one reef of the foresail. Midnight moderate and cloudy. At six a.m., we sighted the island of Fogo, one of the southernmost of the Cape De Verd group; it bore E.N.E.; distant 18 miles. Broached a cask of beef and one of pork. At noon winds light at E.N.E.

Winds, E.N.E.; course, S. 12° E., lat. by acct. $13^{\circ} 42'$, lat. by obs. $13^{\circ} 42'$, N.; lon. by acct. $25^{\circ} 7'$, lon. by chron. $25^{\circ} 9'$, W.; distance 177 miles.

Sunday, 9.—Barometer 32.1—P.M.; Strong N.E. by E. winds, and very hot weather; seamen making block straps, and various other necessary work. Eight p.m. wind decreased. Midnight: Moderate winds and cloudy. Served out lime juice and vinegar, as per account of ship's stores. At noon had light winds and a hazy atmosphere.

Winds, E.N.E.; course, 23° E.; lat. by acct. $11^{\circ} 2'$, lat. by obs. $11^{\circ} 2'$, N.; lon. by acct. $24^{\circ} 1'$, lon. by chron. $24^{\circ} 8'$, W.; distance 173 miles.

Monday, 10.—Barometer 30.0.—P.M.: Light winds, accompanied by very sultry weather throughout these twenty-four hours. Seamen employed as necessity required.

Winds, E.N.E.; course, S. 23° E.; lat. by acct. $8^{\circ} 56'$, lat. by obs. $8^{\circ} 58'$, N.; lon. by acct. $23^{\circ} 15'$, lon. by chron. $23^{\circ} 18'$ W.; distance 186 miles.

Tuesday, 11.—P.M.: Light N.E. trade winds, and very hot weather. Seamen employed in fitting jib pennants and fore throat halyards. Midnight: winds very light. Noon: sultry weather.

Winds, N.E.; course, S. 9° E.; lat. by acct. $7^{\circ} 17'$, lat. by obs. $7^{\circ} 14'$, N.; lon. by acct. $23^{\circ} 3'$, lon. by obs. $23^{\circ} 2'$, W.; distance 102 miles.

Wednesday, 12.—Barometer 30.0.—P.M.: Light N.E. trade winds, and fine weather. Seamen varnishing the decks. Shifted the boats and opened the main skylight to air the main saloon. Midnight: Light airs. Noon: Light winds, with very hot weather.

Winds, N.E.; course, S. 28° E.; lat. by acct. $5^{\circ} 32'$, lat. by obs. $5^{\circ} 53'$, N.; lon. by acct. $22^{\circ} 19'$, lon. by chron. $22^{\circ} 14'$, W.; distance 109 miles.

Thursday, 13.—Barometer 30.0.—P.M.: Light airs and clear weather. Seamen scraping masts. Midnight: Light winds and cloudy atmosphere. Noon: Light breeze from the N.E.

Winds, N.E., variable; course, S. 43° E.; lat. by acct. $4^{\circ} 28'$, lat. by obs. $4^{\circ} 33'$, N.; lon. by acct. $21^{\circ} 14'$, lon. by chron. $21^{\circ} 16'$, W.; distance 88 miles.

Friday, 14.—Barometer 29.9.—P.M.; Light airs from N.E. Cast loose the spare spars and varnished them and the decks underneath. Midnight: Moderate and cloudy. At two a.m. the wind hauled round to the westward, accompanied by heavy squalls, thunder, lightning, and heavy rains. At daylight had light and variable winds; spread the awnings and turned up the boats to catch the rain water. At noon it was calm and cloudy, and then light winds from N.W. Filled up our fore tank with rain water caught in the awnings and boats.

Winds, variable; course, S. 33° E., lat. by acct. $3^{\circ} 51'$, lat. by obs. $3^{\circ} 56'$, N.; lon. by acct. $20^{\circ} 42'$, W.; lon. by chron. no observation! distance 70 miles.

Saturday, 15.—Barometer 29·9.—*P.M.*: Light and variable winds, accompanied by heavy rain. Seamen set awnings, and turned boats again to save more rain water; we succeeded in filling up all the tanks. *The crew then turned to scrubbing the grass and barnacles off the vessel's bottom.* At midnight there was dark and cloudy weather, accompanied by tremendous thunder and very vivid lightning; the weather looked very bad indeed. Took in jib and lowered the foresail, at daylight the weather moderated, and we set all possible sail again.

Winds, variable; course, S. 23° E.; lat. by acct. 3° 19'; lat. by obs. 3° 20', N.; lon. by acct. 20° 27', W., lon. by chron. no observation; distance 40 miles.

Sunday, 16.—Barometer 29·9.—*P.M.*: Light airs and calms, accompanied by rain showers at intervals. Spread the awnings in order to save all the fresh water possible; took in the foresail and jib to prevent them chafing whilst flapping in the calms. From noon, light airs throughout the remainder of these twenty-four hours.

Winds, N.W., light and variable; course, S. 40° E.; lat. by acct. 2° 53', lat. by obs. 2° 54', N.; lon. by acct. 21° 6', lon. by chron. 21° 8' W., distance 33 miles.

Monday, 17.—Barometer 30·0.—*P.M.*: Light and variable winds and very hot weather throughout these twenty-four hours. At eight a.m. lowered the foresail down for repairs; stitched some of the seams, covered the after leach with leather in the wake of the main shrouds, and put in a new second reef cringle. At noon calm.

Winds, variable; course, S. 6° W.; lat. by acct. 2° 38', lat. by obs. 2° 40', N.; lon. by acct. 21° 8', lon. by chron. 21° 8', W.; distance 14 miles.

Tuesday, 18.—Barometer 30·0.—*P.M.*: Light airs and calms; cloudy weather, accompanied by heavy rain, prevailed during these twenty-four hours. Seamen employed overhauling the blocks and straps, making and putting on chafing gear, &c.—*Note*: During the twenty-four hours a current was setting us to the N.W. at the rate of about 1½ knot an hour.

Winds, variable; course, S. 23° E.; lat. by acct. 2° 17', lat. by obs. 2° 15', N.; lon. by acct. 20° 8', lon. by obs. 20° 13', W.; distance 66 miles.

Wednesday, 19.—Barometer 30·1.—*P.M.*: Light airs and calms, accompanied by heavy rain, dark lowering clouds, thunder and lightning. Seamen fitted new fore-sheet block straps, the former ones being much worn, and not trustworthy. Sighted two vessels in the horizon standing N.N.E.

Winds, variable; course, N. 75° E.; lat. by acct. 2° 27', lat. by obs. 2° 27', N.; lon. by acct. 19° 30', lon. by obs. 19° 20', W.; distance 41 miles.—*Note*: A strong N.W. current observed.

Thursday, 20.—Barometer 30·1.—*P.M.*: Light airs and calms; seamen employed as requisite. Lowered down the foresail and staysail, and whipped all the reef points afresh. Light airs continued throughout these twenty-four hours.

Winds, calm, course S. 26° E.; lat. by acct. 2° 26', lat. by obs. 2° 26', N.; lon. by acct. 19° 45', lon. by obs. 19° 45', distance 7 miles.—*Note*:

During these twenty-four hours observed a strong current setting us N.W., at the rate of $1\frac{1}{2}$ knot an hour.

Friday, 21.—Barometer 30.0.—P.M.: Light airs prevailed; there appeared heavy threatening clouds in the north-eastern horizon; at one p.m. we experienced a heavy squall from the N.E., accompanied by very heavy rain; the crew employed with awnings and boats catching the rain water and filling up the tanks. Eight p.m.: the wind decreased rapidly, and it nearly fell calm again. At midnight there was a flat calm, which continued until noon.

Winds, variable; course S. 17° W.; lat. by acct $2^{\circ} 2'$, lat. by obs. $2^{\circ} 1'$, N.; lon. by acct. $19^{\circ} 52'$, lon. by obs. $19^{\circ} 37'$, distance 26 miles.—Note: These twenty-four hours a strong current sets us N.W. by N. at the rate of $1\frac{1}{2}$ knots an hour.

Saturday 22.—Barometer 30.0.—P.M.: Light airs and calms, accompanied by very hot weather, prevailed throughout these twenty four hours; launched the dinghy overboard, and employed crew in scraping the grass and barnacles off the vessel's bottom, it being very foul.

Winds, calm; course, N. 88° W.; lat. by acct. $2^{\circ} 6'$, lat. by obs. $2^{\circ} 9'$, N.; lon. by acct. $19^{\circ} 35'$; lon. by obs. $19^{\circ} 35'$ W.; distance 4 miles.—Note: Same current observed as during previous twenty-four hours.

Sunday, 23.—Barometer, 30.0.—P.M.: Light baffling airs and very hot weather. At four p.m. experienced a heavy squall, accompanied by flying showers. At midnight had very strong squalls, with flat calms in the intervals, accompanied by very loud thunder, vivid lightning and heavy rain. Towards noon the weather moderated, and got a nice steady breeze at S.S.W.

Winds, S. 6° E. to S.S.W.; course, S. 50° W.; lat. by acct. $1^{\circ} 26'$, lat. by obs. $1^{\circ} 25'$, N.; lon. by acct. $20^{\circ} 29'$, lon. by obs. $20^{\circ} 26'$ W.; distance 70 miles.

Monday, 24.—Barometer 30.0.—P.M.: Moderate breeze and fine clear weather; under all sail. Four p.m.; a fresh breeze. At midnight squally, with rain showers; at noon had a moderate breeze from S.S.E.

Winds, S.S.E., course, S. 48° W.; lat. by acct. $00^{\circ} 20'$, lat. by obs. $00^{\circ} 19'$, N.; lon. by acct. $21^{\circ} 39'$, lon. by obs. $21^{\circ} 47'$, W.; distance 98 miles.—Note: We observed a westerly current during these twenty-four hours.

Tuesday, 25.—Barometer, 30.0.—P.M.: Moderate breezes and fine weather, set up the rigging fore and aft; made new block-straps for the staysail sheets; repaired the main boom topping lifts. At midnight had moderate breezes and fine clear weather. At eight a.m. slipped the main boom and bent our large mainsail; at noon a pleasant breeze—*away across the line*.

Winds, S.S.E., moderate; course, S. 17° W.; lat. by acct. $1^{\circ} 23'$, lat. by obs. $1^{\circ} 23'$, S.; lon. by acct. $22^{\circ} 41'$; lon. by obs. $22^{\circ} 40'$, W.; distance 116 miles.

Wednesday, 26.—Barometer 30.0.—P.M.: Steady S.E. trade winds and fine clear weather throughout these twenty-four hours. Seamen employed repairing our running gear.

Winds, S.E. trades, moderate; course, S; lat. by acct. $3^{\circ} 41'$; lat. by obs. $3^{\circ} 41'$, S.; lon. by acct. $22^{\circ} 40'$; lon. by obs. $22^{\circ} 40'$, W.; distance 138 miles.

Thursday, 27.—Barometer, 30.0.—P.M.: Brisk S.E. trade winds, accompanied by very sultry weather. Seamen employed as requisite. Four p.m.: A rattling breeze, to which we had to double reef the mainsail. Noon: Strong winds and very pleasant weather.

Winds, S.E. trades, moderate; course, S. 11° W.; lat. by acct. $5^{\circ} 57'$; lat. by obs. $5^{\circ} 57'$, S.; lon. by obs. $23^{\circ} 07'$, W.; distance 139 miles.

Friday, 28.—Barometer, 30.0.—P.M.: Moderate S.E. trade winds and fine pleasant weather throughout these twenty-four hours. Seamen employed scraping, oiling, and varnishing the main boom, and scraping the bulwark sheeting bright on the outside.

Winds, S.E. trades, moderate; course, S. 3° W.; lat. by acct. $7^{\circ} 59'$; lat. by obs. $8^{\circ} 00'$, S.; lon. by acct. $23^{\circ} 13'$; lon. by obs. $23^{\circ} 9'$, W.; distance 123 miles.

Saturday, March 1.—Barometer 30.0.—P.M.: Moderate S.E. trade winds and fine pleasant weather. Seamen employed scraping and painting the bulwarks outside, and scraping the life-boat inside. Noon: Moderate breeze

Winds, S.E. trades moderate; course, S. 3° E; lat. by acct. $10^{\circ} 10'$; lat. by obs. $10^{\circ} 13'$, S.; lon. by acct. $23^{\circ} 3'$, lon. by obs. $23^{\circ} 3'$, W.; distance 130 miles.

Sunday, 2.—Barometer, 30.1.—P.M. S.E. strong trade winds and cloudy sky, accompanied by flying showers. Noon: Moderate breeze.

Winds, S.E. trades, strong; course, S. $8^{\circ} 30'$, W., lat. by acct. $13^{\circ} 7'$; lon. by lat. by obs. $13^{\circ} 3'$, S.; lon. by acct. $23^{\circ} 33'$; lon. by obs. $23^{\circ} 36'$, W. distance 176 miles.

Monday, 3.—Barometer 30.1.—P.M.: Moderate S.E. trade winds and very fine weather. At 6 p.m., the port main boom topping lift was carried away; spliced and sent it aloft again. Noon there was a breeze and cloudy sky.

Winds, S.E. trades strong; course S. $8^{\circ} 30'$, E.; lat. by acct. $15^{\circ} 43'$; lat. by obs. $15^{\circ} 50'$; lon. by acct. $23^{\circ} 19'$; lon. by obs. $23^{\circ} 18'$, W.; distance 161 miles.

Tuesday, 4.—Barometer 30.2.—P.M.: Brisk breezes and fine weather. Midnight: Winds rather moderate and sky cloudy. Four a.m.: We experienced a very heavy squall, accompanied by much rain. Noon: Light winds and very hot weather.

Winds, S.S.E. brisk; course, S. 14° E.; lat. by acct. $18^{\circ} 25'$; lat. by obs. $18^{\circ} 24'$, S.; lon. by acct. $23^{\circ} 38'$; lon. by obs. $22^{\circ} 37'$, W.; distance 160 miles.

Wednesday, 5.—Barometer 30.1.—P.M.: Light winds and fine weather. Seamen employed as requisite. Midnight: Winds very light and sky cloudy, Four a.m.: A light S.E. air sprang up, sky overcast and cloudy; very heavy rain. Six a.m.: Wind freshened a little. Noon: Light winds and very sultry weather; lifted the fore stay on the mast head, and put chafing between the collar and the cross trees.

Winds, S.E. by E.; course, S. 9° E; lat. by acct. $20^{\circ} 18'$; lat. by obs. $20^{\circ} 14'$, S.; lon. by acct. $22^{\circ} 20'$; lon. by obs. $22^{\circ} 20'$; W. distance 115 miles.

Thursday, 6.—Barometer 30.1.—P.M.: Light airs and fine weather; crew employed repairing running gear. Midnight: Light airs. Noon: Calm.

Winds variable, course, S. 3° W.; lat. by acct. $21^{\circ} 26'$; lat. by obs. $21^{\circ} 26'$, S.; lon. by acct. $22^{\circ} 24'$; lon. by obs. $22^{\circ} 35'$, W.; distance 72 miles.

Friday, 7.—Barometer 30.2.—P.M.: Flat calm until midnight. Midnight: A very light air sprang up from the northward; lowered all sails to prevent their chafing whilst flapping about in the calm. Put new reef cringles in the foresail. Noon: Flat calm; all sails down on deck, with the exception of the fore staysail.

Winds, variable and calm; course, S. $19^{\circ} 41'$, E.; lat. by acct. $21^{\circ} 58'$, lat. by obs. $21^{\circ} 53'$, S.; lon. by acct. $22^{\circ} 13'$; lon. by obs. $22^{\circ} 13'$ W.; distance 34 miles.

Saturday, 8.—Barometer 30.1.—P.M.: Calm. Two p.m.: A breeze sprang up from the northward. We set all possible sail, placed the life-boat amidships again. Five p.m.: Squally, and wind very variable. Took in the jib and double reefed the foresail. Tacked ship to the southward. Eight p.m.: A strong breeze, with very heavy head sea; close reefed the mainsail and fore staysail. At noon the wind moderated.

Winds, variable; course, S. $22^{\circ} 30'$, E.; lat. by acct. $23^{\circ} 22'$; lat. by obs. $23^{\circ} 22'$, S.; lon. by acct. $21^{\circ} 36'$; lon. by obs. $21^{\circ} 37'$, W.; distance 91 miles.

Sunday, 9.—Barometer 30.0.—P.M.: Moderate breeze and fine weather. Unbent large mainsail, unshipped the main boom, and bent main storm trysail. Midnight: Strong breeze, and thick cloudy weather; noon the same.

Winds, E.S.E.; course, S. $12^{\circ} 30'$, E., lat. by acct. $25^{\circ} 32'$, lat. by obs. $25^{\circ} 34'$, S.; lon. by acct. $21^{\circ} 8'$, lon. by obs. $21^{\circ} 8'$, W.; distance 133 miles.

Monday, 10.—Barometer 30.0.—P.M.:—Strong winds from the eastward. Four p.m.: Very squally, double reefed the foresail. At daylight the wind moderated, shook out the foresail reefs. Noon: A moderate breeze from N.E., accompanied by frequent rain showers.

Winds, S. by E. to N.E.; course, S. $22^{\circ} 30'$, E.; lat. by acct. $27^{\circ} 47'$, lat. by obs. $27^{\circ} 51'$, S.; lon. by acct. $20^{\circ} 7'$, lon. by obs. $20^{\circ} 5'$, W.; distance 144 miles.

Tuesday, 11.—Barometer 30.1.—P.M.: Moderate N.E. Seamen employed as requisite. Eight p.m.; cloudy and threatening appearance of the weather all round; took in our jib and double reefed the foresail. Midnight: Very strong and wild squalls accompanied by heavy rain. Noon: Strong N.W. squally winds.

Winds, N.E. to N.W.; course, S. $39^{\circ} 23'$, E.; lat. by acct. $30^{\circ} 1'$, lat. by obs. $30^{\circ} 7'$, S.; lon. by acct. $18^{\circ} 3'$, lon. by obs. $18^{\circ} 00'$, W.; distance 168 miles.

Wednesday, 12.—Barometer 30.0.—P.M.: Decreasing winds veering to the southward. At two p.m., tacked ship to S.E. At midnight winds light and variable, tacked ship to the S.W. Noon: The wind being very variable tacked ship as appeared advantageous.

Winds, N.W. to S.; course, S. $69^{\circ} 30'$, E.; lat. by acct. $30^{\circ} 58'$, lat. by obs. $30^{\circ} 58'$, S.; lon. by acct. $15^{\circ} 25'$, lon. by obs. $15^{\circ} 27'$, W. distance 146 miles.

Thursday, 13.—Barometer 30.2.—P.M.: Light and variable winds and cloudy sky. Crew employed fitting new shroud lanyards, and setting up the rigging. We observed a great floundering astern, and clouds of foam, spray lashed about; discovered that a large shark had swallowed our Massey's patent log, put the helm hard down, and hove the vessel into the wind immediately, all hands tailed on with a will to try and secure him. We hove him up gently hand over hand, but when we had him within five fathoms of the stern, he gave a tremendous plunge, lashing the sea into a white foam, burst the log line, and escaped, taking the patent log away in his stomach: so we gave him a sailor's blessing, trusted his pill would agree with him, and hoped that whoever should be fortunate enough to capture him, if they happened to read this log, would be kind enough to forward the "Massey" to the good schooner Chance at Sidney. Midnight: Wind light and variable. Noon: Weather still continued the same.

Winds, S.S.W.; course, S. 81° E., lat. by acct. $31^{\circ} 11'$, lat. by obs. $31^{\circ} 12'$, S.; lon. by acct. $13^{\circ} 44'$, lon. by obs. $13^{\circ} 46'$, W. distance 90 miles.

Friday, 14.—Barometer 32.0.—P.M. Light and variable winds, and fine weather: seamen employed repairing the dinghy and the main-boom topping lifts; midnight, light winds; noon, nearly calm.

Wind, variable and calm: course, S. 85° E.; lat. by acct. $31^{\circ} 16'$, lat. by obs. $31^{\circ} 15'$ S., lon. by acct. $13^{\circ} 4'$, lon. by obs. $13^{\circ} 4' W.$; distance 36 miles.

Saturday, 15.—Barometer 30.2.—P.M.: Light airs and calms throughout the twenty-four hours; at two p.m. tacked ship to the S.E.

Wind, variable and calm; course, S. $47^{\circ} 49'$ E.; lat. by acct. $31^{\circ} 39'$, lat. by obs. $31^{\circ} 38'$ S., lon. by acct. $12^{\circ} 34'$, lon. by obs. $12^{\circ} 34'$ W.; distance 35 miles

Sunday, 16.—Barometer 30.1.—P.M.: Freshening breeze and fine weather: seamen employed as requisite. Six P.M.: A fresh breeze, which brought a heavy beam sea. At midnight a strong breeze, with cloudy atmosphere, the vessel shipping heavy seas. At noon it blew a strong gale, with cloudy sky, and much rain.

Wind, W.S.W.; course S. 53° E.; lat. by acct. $33^{\circ} 0'$; lat. by obs. $33^{\circ} 1'$ S.; lon. by acct. $10^{\circ} 26'$, lon. by obs. $10^{\circ} 28'$ W.; distance 137 miles.

Monday, 17.—Barometer 30.0.—P.M.: Strong W.S.W. gales, accompanied by heavy squalls and much rain; vessel shipping heavy seas. At six P.M. we took in the jib, and double-reefed the foresail. At midnight the weather moderated, when we set the jib again, and shook the reefs out of the foresail. At noon the winds were light and variable.

Wind, W.S.W.; course S. $80^{\circ} 3'$ E.; lat. by acct. $33^{\circ} 29'$; lat. by obs. $33^{\circ} 28'$ S.; lon. by acct. $7^{\circ} 10'$; lon. by obs. $7^{\circ} 10'$ W.; distance 170 miles.

Tuesday, 18.—Barometer, no observation recorded: P.M.; Light winds and fine weather. Crew employed in fitting new jib halyard blocks, the former being worked out; also in making a new log-line to replace our friend the

shark's depredation. At midnight light airs and cloudy. At three a.m. gybed ship, the wind hauling up N.E. easterly. At eight a.m. the wind increased, with every appearance of threatening weather; we took in the jib, and double reefed the foresail. Noon. The wind still increasing.

Wind variable; course, S. 57° E., lat. by acct. $34^{\circ} 34'$, lat. by obs. $34^{\circ} 34'$, S.; lon. by acct. $5^{\circ} 12'$, lon. by obs. $5^{\circ} 10'$, W.; distance 119 miles.

Wednesday, 19.—Barometer, no observation recorded;—P.M.: Strong gale, accompanied by high rolling sea. Vessel running under double reefed canvas, and shipping heavy seas. We took in the jib boom, and stowed sail and gear away. At midnight it blew very hard. At two a.m. we had some very wicked squalls, attended by heavy rain, and the wind suddenly shifted to N.W.; gybed ship on the starboard tack. At eight a.m. the gale moderated, and we set the whole mainsail. At noon the gale again increased.

Winds, N.W.; course, S. $81^{\circ} 30'$, E.; lat. by acct. $34^{\circ} 40'$, lat. by obs. $34^{\circ} 41'$, S.; lon. by acct. $1^{\circ} 9'$, lon. by obs. $1^{\circ} 9'$, W.; distance 202 miles.

Thursday, 20.—Barometer 29.9.—P.M.: Decreasing gale, accompanied by a tremendous heavy sea; vessel running before it, and shipping very heavy seas, filling her deck frequently; battened down the fore hatch. At midnight the wind moderated very fast, but there was still a high and confused sea, the vessel rolling and straining heavily. At four a.m. the sea went down, and a light breeze sprang up from S.S.W., we shook out all reefs, and hauled up head to the sea. At noon there was a light breeze and cloudy weather.

Winds, S.W.; course, E.; lat. by acct. $34^{\circ} 36'$, lat. by obs. $34^{\circ} 34'$, S., lon. by acct. $1^{\circ} 9'$, lon. by obs. $1^{\circ} 9'$, E.; distance 114 miles.

Friday, 21.—Barometer, no observation recorded.—P.M.: Light airs and calms throughout the twenty-four hours. Lowered the sails down to prevent them chafing in flapping about; repaired the foresail where chafed in the wake of the main rigging.

Winds, S.W. calm and variable; course, S. 78° E.; lat. by acct. $34^{\circ} 42'$, lat. by obs. $34^{\circ} 43'$, S.; lon. by acct. $2^{\circ} 8'$, lon. by obs. $2^{\circ} 8'$, E.; distance 60 miles.

Saturday, 22.—Barometer, no observation recorded.—P.M.: Light airs and calms throughout these twenty-four hours, accompanied by a dark and threatening sky.

Winds, N.W.; light and variable; course, S. $87^{\circ} 11'$, E.; lat. by acct. $34^{\circ} 45'$, lat. by obs. $34^{\circ} 45'$, S.; lon. by acct. $3^{\circ} 12'$, lon. by obs. $3^{\circ} 12'$, E. distance 53 miles.

Sunday, 23.—Barometer 00 00.—P.M.: Light breeze from N.E., and fine; clear weather; made all possible sail. Midnight: Cloudy with threatening weather. Noon: Moderate breeze and cloudy, attended by much lightning.

Winds, E.N.E.; course, S. $11^{\circ} 30'$, E.; lat. by acct. $35^{\circ} 4'$, lat. by obs. $35^{\circ} 4'$, S.; lon. by acct. $5^{\circ} 4'$, lon. by obs. $5^{\circ} 4'$, E.; distance 95 miles.

(To be continued.)

MEMORANDA OF YACHT CLUB MEETINGS.

Royal London Yacht Club.—The annual dinner of this club took place on Thursday, Dec. 11, at Willis's Rooms. The Commodore, Mr. A. Arce-deckne, took the chair, and there were about 82 members of the club and their friends present.

After a very excellent dinner the usual toasts were disposed of, and "The Royal London Yacht Club" proposed by the Commodore. His address was brief, but, as usual, replete with characteristic humour. He expressed the embarrassment he felt in handling the subject which was so interesting to them, but said there could be no doubt that the Royal London was a very distinguished club, holding its meetings in the greatest metropolis of the world, and its success was a matter beyond all question.

Mr. Jas. Goodson said he had had the honour of having a toast put into his hands, which was most gratifying to him, as affording him the satisfaction of being able to pay a mark of respect to a gentleman whom they all honoured and esteemed. He was not speaking of one young in the business of yachting, but who had long been identified with aquatic sports as a liberal promoter of them. He had long known their excellent Commodore, Mr. Arcedeckne, to whom he had the pleasure of alluding, and when he first became acquainted with him, they worked together to promote the best interests of yachting and of that club in which they both felt so much pleasure. They had succeeded, and by the advancement and present prosperity of the club had shown what could be done with unity of action. He did not mean for a moment to detract from the merits of the Royal Thames Yacht Club, which justly held its proud position, but the Royal London Yacht Club had done much, very much, in the support and encouragement of yachting and yachting races. It was the first to throw away the rusty ideas of what ought to be done, the first to promote the change of a second prize, and of throwing the prizes open to the world, that all comers might compete for them. He observed that he need say but little about the good qualities of the Commodore: his kindness, hospitality, and good humour must be known to all, and if they went into the county (Suffolk) with which he was closely associated, they would find that his manly qualities were duly appreciated. He was happy to find that they had other good men anxious to advance the science of yachting. There was Mr. Fearon, a good man in the south, and there were his friends Capt. Greenhill and Mr. Eagle, both entitled to the highest praise for their exertions in the cause, they were no strangers to the great pursuit, and had long lent their valuable aid in its support. The Commodore was a true and worthy representative of the yachting interest, and he was sure they would feel much pleasure in drinking his health.

The Commodore having thanked Mr. Goodson and the club for the honour conferred upon him,

Mr. Alexander Crossley said he knew the time of the meeting was valuable, as there were other toasts to be gone through with. His experience had taught him the worth of their flag officers, and that they should be men who

could be looked up to as thorough yachtsmen, and that was happily the case in the Royal London Yacht Club. He (Mr. Crossley,) fully agreed in the sentiments expressed by their much respected friend, Mr. James Goodson, respecting their excellent Commodore, but there were other officers required in a club besides the Commodore, and he must say that there was no better officer or more valuable friend to the club than the Vice-Commodore, Mr. Smith. He (Mr. Crossley) could not pride himself upon being a yachtsman, but wherever the Amazon was seen, there was her owner also endeavouring to advance the prosperity of the club, and he was proud to say that he had had the pleasure of being the first to introduce him to the office he now so ably filled.

The Vice-Commodore returned thanks, and said that he always had the interest of the club at heart, and should be happy to advance it and everything that promoted true yachting. He had to thank them for the kind feeling he had so many times experienced at their hands, and hoped that they might always meet as friends, and do everything to support the sport of yachting.

Mr. Rudge proposed the health of Capt Whitbread, the Rear-Commodore, and said that his plucky conduct in one of the Royal Thames Yacht matches was worthy of admiration. He was unfortunately now absent, but they would feel much pleasure, he was sure in drinking his health.

Mr. Richard Trees proposed "the health of Mr. Eagle, the Treasurer." He said that the toast was one which that the club took as much interest in as any toast given that evening. Much as he was pleased at the opportunity of dictating this toast, he felt for the sake of the club and the credit of the treasurer, that it was to be regretted it had not been placed in more competent hands. He feared that the treasurer might ascribe to his want of powers and capacity to do justice in his merits an insensibility to them, which would be doing both wrong to his own feelings and to the qualifications of Mr. Eagle, which he should much regret. The office of treasurer was a most important matter with them all, clubs, like men, were sometimes inclined to run too fast. The treasurer was always with them and of their way of thinking, unless they attempted to get fast, and then he prudently interposed to prevent extravagance, and put on a salutary check. By his application to business and good management, they found themselves in possession of a handsome balance. He was an old member, and when he (Mr. Trees) joined the club he found him then in his present office, performing efficient services to the club, under the presidency of Mr. James Goodson, and if any one more than another took a deep interest in the club, it was their treasurer. At committee meetings, dinners, balls, and everything that was of interest to the club, the treasurer was never absent; he was always in the same humour, always protecting the funds, always doing all he could to promote their comfort and welfare.—The toast was received with long continued cheers, which were reiterated when

Mr. Eagle rose to reply. He said he was really taken so much aback by the enthusiastic manner in which his health had been drunk, and the ap-

applause with which he had just been honoured, that he hardly knew what to say, but was not vain enough to attribute all this as a personal mark of respect to himself. He wanted some means of doing justice to their kindness which ordinary language would not supply. He could only assure them that, although many had taken part in the affairs of the club and retired during his tenure of office, he had felt proud in retaining it, and it had been his good fortune, to see some new blood infused into the club:—new members took a lively interest in its affairs, and did good suit and service. He was happy to find so many persons present at that dinner. He thought the dinner always did service to the club, and that, the way in which he had managed affairs was not distasteful to them; he had no aim but to promote their interest and prosperity, and for any labour he was repaid by its success, and the kind feelings they exhibited towards him. They prided themselves upon being a sporting club; they did not go for creature comforts, but for sport, and he sometimes thought that, with their liberality, other yachting men did not give them that amount of support they deserved. He hoped as long as he and the club were bonded together they should enjoy that pleasureable association which had ever been most gratifying to him, and which it would always be his desire to cultivate.

Several other toasts were given, interspersed with songs, by Messrs. Lawley, Carter, Sangster, and Miss Lizzie-Wilson.

Royal Western Yacht Club, Ireland.—At a recent meeting of the Club a letter was read from his Excellency, Earl of Carlisle, Lord Lieutenant of Ireland, stating that he would have much pleasure in becoming a member of the Royal Western Yacht Club of Ireland, and enclosing his entrance fee and annual subscription, an intimation which was received with general applause by every member present. His excellency was accordingly admitted a member by acclamation, after which the following gentlemen were unanimously elected:—R. B. Hesketh, Grych Castle, Arbergill, Wales, owner of the schooner yacht *Leonora*, 116 tons, and the *Phryne* (cutter), 55 tons; J. C. Neligan, barrister-at-law, Barnacle Lodge, Spa, Tralee, of the *Eliza* (cutter), 18 tons; J. E. Connor, Nelso-place, Tralee, R. Barton, Farmers' Club, Sackville-street, Dublin, yacht *Truant*, J. Edwards, Belfast, Capt. J. M. Jefferey, s. s. *Kangaroo*, Liverpool, New York, and Philadelphia (Inman) line.

We have much satisfaction in announcing that this club have taken a new club house at Westbourne-place, Queenstown, adjoining the Queen's Hotel, and which has been furnished and fitted up for their reception by the proprietor, Mr. H. Elliott. The connection of the club house with the Queen's Hotel will place at its disposal the spacious ball-room, saloon, and other resources of that great establishment, a matter of no small consideration in regard to the advantages which the new club house affords. The management, under the direction of the Commodore Sir John Arnott, M.P., and the Vice-Commodore, Captain H. H. O'Bryen, with the practical aid of the secretaries, James L. Thorne, R. N., and T. O'Connell, of Tralee, has been most successful, and they have brought the club out of many difficulties to

a state of material prosperity, which there is every reason to believe will be much advanced. As a proof of this we may mention that, within the last few days, the Right Hon. Sir Robert Peel, Chief Secretary for Ireland, has written a letter to the secretary, enclosing a check for his entrance fee and annual subscription, saying "he has much pleasure in becoming a member, and joining them as a colleague in promoting the success of the club," and the right hon. baronet further adds:—I beg to be permitted to offer the club a prize of £25, to be sailed for in the course of next year, under such regulations as the members of the club may agree to."

Editor's Locker.

BLAIRMORE AND STRONE REGATTA.

Glasgow, Dec. 10th., 1862.

SIR.—I write to correct a mistake into which you have fallen in your report of the race for yachts under 20 tons, at the Blairmore and Strone regatta. The Ripple which won the prize by time over the Cinderella was not Mr. Fulton's 12 ton Ripple, but a yacht of 8 tons, belonging to Mr. Livingstone, and built last season by Fife of Fairlie. Your error in this matter is another example of the confusion which occurs when yachts of nearly the same size are called by the same name.

Yours, &c..

To the Editor H.Y.M.

BLUE PETER.

NEW ROYAL YACHT CLUB.

Jersey, Dec. 24th, 1862.

SIR.—We have just formed a Yacht Club here, to which Her Majesty has been pleased to confer the title of "Royal," together with the usual warrant from the Admiralty; the particulars of which, with the distinguishing flag, I shall be able to give you shortly, in order that they may also be inserted in your next Universal Yacht List.

I am, &c.

To the Editor H.Y.M.

AN ISLANDER.

YACHTING INTELLIGENCE.

In our November number of 1862, we gave a list of yachts, which had left or leaving England for the Mediterranean, they have arrived out in safety; together with the Eclipse, Lord Sefton; Eva, A. Kavanagh, Esq.; Iolanthe, Harry Bridson, Esq.; Themis, T. B. Hanham, Esq.; Zoe, P. L. Powys, Esq. Georgian, F. Baird, Esq.; Gleam, John Richardson, Esq., and many others to the number of about thirty-five, being a greater fleet than was ever before known to go foreign, especially at this time of year.

The print of the Avalon received but too late for notice this month.

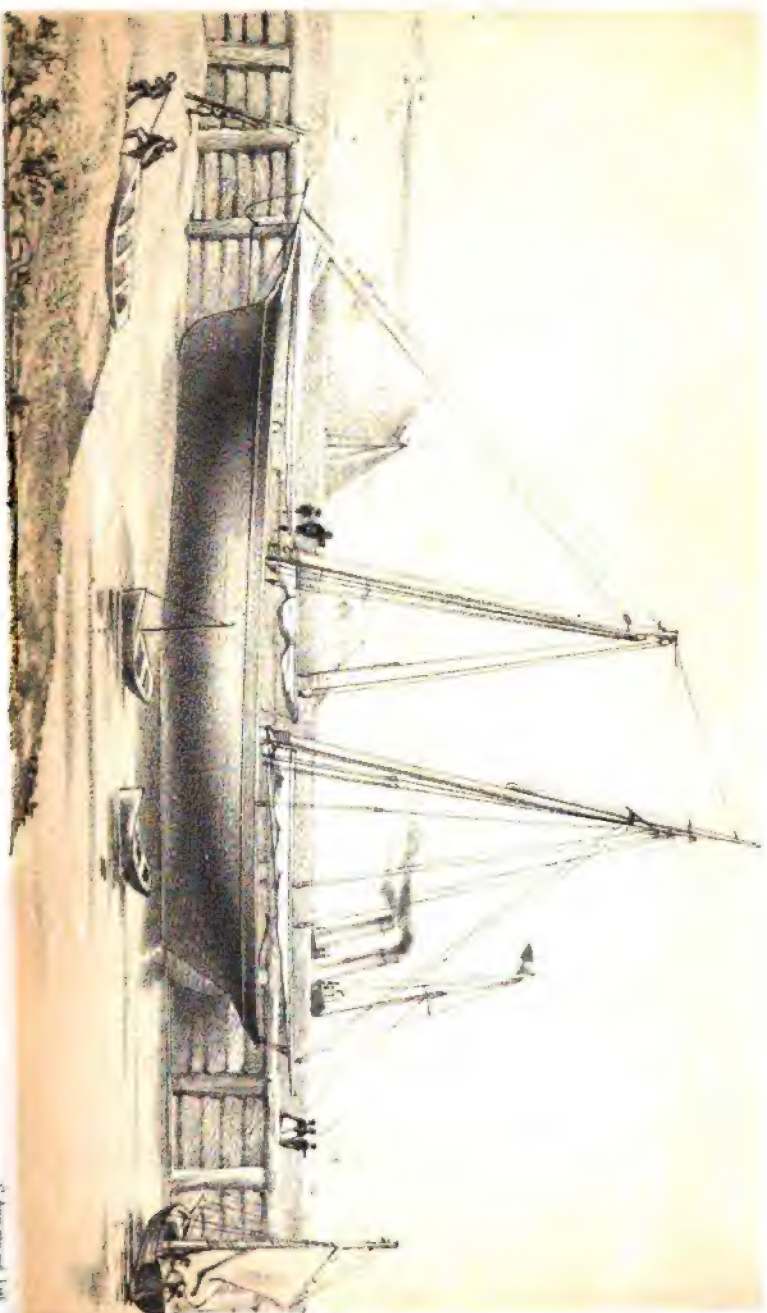
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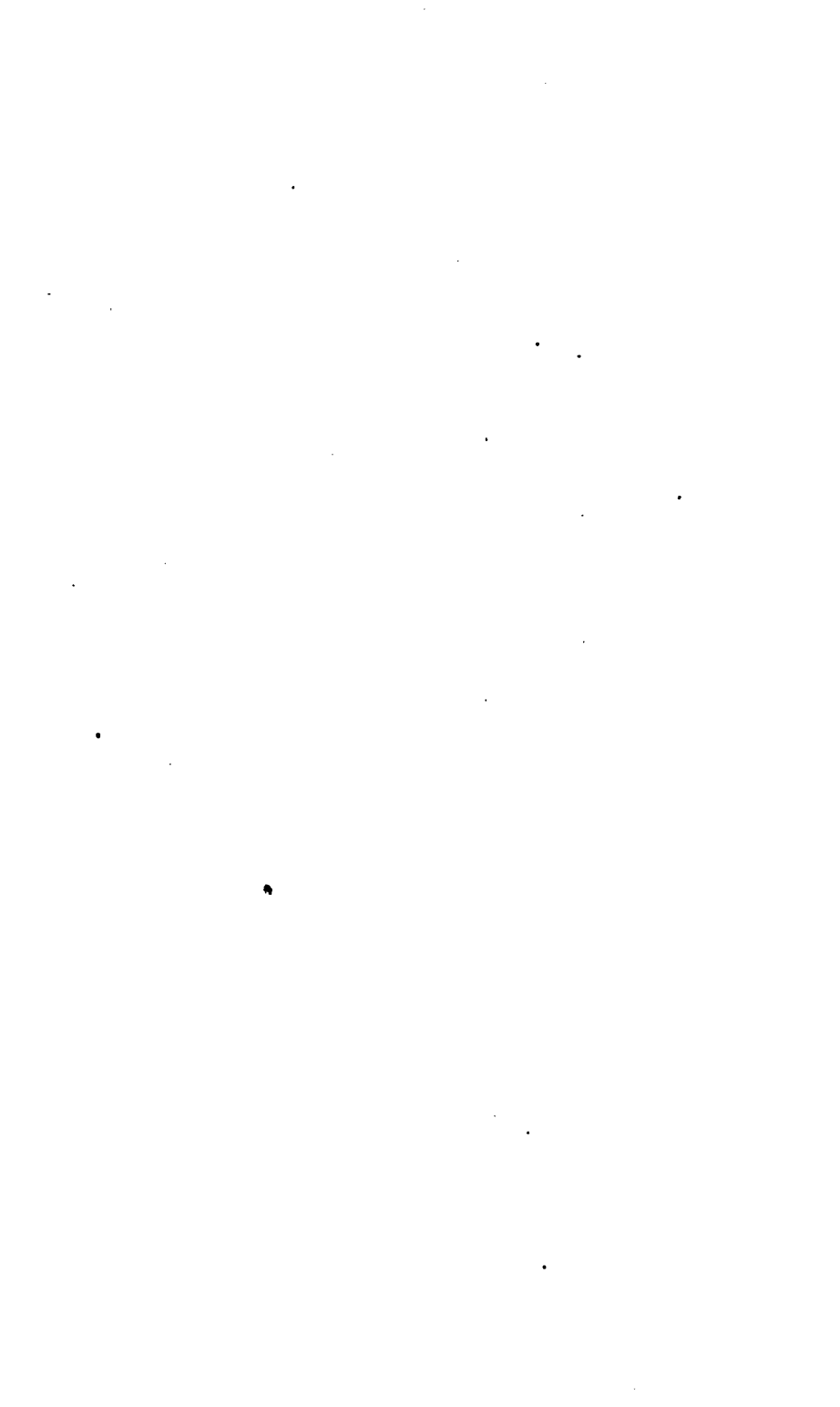
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A V built

published in Hunt's Yachting Magazine, February, 1863
THE SLOOP "VASCANT" IN "CHANCE" IN COOROCK HARBOUR.

C. A. H. H. H. H. H.





HUNT'S

YACHTING MAGAZINE.

FEBRUARY, 1863.

THE CHANCE SCHOONER.

(See Plate.)

THIS celebrated yacht, originally 72 tons, was built for David Richardson, Esq., (now of the *Circe*), by Messrs. Simons and Co., of Glasgow; she was lengthened aft in the spring of 1859, by Steele and Co., of Greenock, making her 76 tons.

Her first appearance as a racer was at the regatta at Dunoon on the 29th of June, 1859, when she contended for the Queen's Cup against the *Aura*, *Leonora*, *Surge*, *Storm*, and *Scourge*. On this occasion she would undoubtedly have gained the prize, (coming in after a delay of upwards of 20m.; only 7m. 40s., after the winning yacht,) had she not unfortunately come into collision with the *Leonora* as reported in our account of that regatta. The race of the second day was not completed owing to the want of wind, and the *Chance* had no opportunity of displaying her well-known powers.

At the Royal Irish Yacht Club Regatta, she contended against the *Aura*, *Surge*, *Vigilant*, *Scourge*, and *Flirt*, on which occasion she came in 3m. 54s. behind the first named yacht. On the following day she won a purse of £40, her only opponent being the *Fancy*.

At the Argyllshire Regatta, at Oban, she was again victorious, beating the Surge by 2m. 45s.

1860.—At the Royal St. George's Yacht Club Regatta in Kingstown Harbour, she sailed the first day against the cutters, but was easily beaten, the wind being light.

On the second day we find her engaged in the schooner match against the Wildfire, Zouave, Heroine, Amy, Leonora, Wildflower, La Traviata and Imogine, when she lost her well sailed race by going round a flag-boat which the winning yacht did not round, being defeated on time by 3m. 29s. In the report in *Bell's Life* of this race it was acknowledged that she had proved herself the fastest schooner of her class afloat.

At the Belfast Lough Regatta she was defeated on time by the Amy by *one second*.

1861.—At the Royal Northern Yacht Club Regatta held at Dunoon on the 9th and 10th of July, she won £150, beating on the first day the Ierne and Anita, and on the second the Rowena and Wildflower.

On the 16th of July at the Royal Irish Yacht Club Regatta, at Kingstown, she was forced to succumb to the superior powers of the cutters; and on the 17th she disappointed her admirers by coming in last, beaten by Diadem, Rowena, and Amy.

The Chance is an iron yacht, and has great accommodation for her tonnage.

A BOAT RACE ON THE SHANNON.

IT WAS the evening of a day in early summer of 18—; the city of Limerick was enjoying the calm of the season and the hour—business was suspended, and pleasure reigned dominant in the hearts of its inhabitants.

The tide was at its height, and bore many a joyous company upon its placid waters; and sweetly flowed the bugle notes from gay trimmed barges, which glanced with lighter bound through the more clumsy gandlews, bearing their burdens of beauty and song with an appearance of accordant pleasure. Down along the quays appeared groups of the more respectable shopkeepers, canvassing the balminess of the air, or of the last imported spices, and awaiting, apparently, the decision of some pending dispute between a large collection of craft which were

crowded near the Wellesley Bridge, But scarce had I noticed the group when it dissolved on a sudden, disclosing two beautiful six-oared boats, with their taper prows directed towards the bridge on which I stood.

One, as I afterwards learned, was built in the city—a Cork-wright claimed the honour of having framed the other: the Limerick “beauty” was manned with the *élite* of the hardy fishermen of the North-Strand, with whom, since they left the cradle, an oar was as familiar as the hand that pulled it; the Cork “gazelle” was saddled with six sailors from one of the vessels in port, who were Cork men —, I was going to say like their boat. If one could judge of the success of the race, they were to run, from the external appearance of those upon whose wind and limb, it depended, he would, without hesitation, pronounce in favor of the Cork party, for they were all stout, broad shouldered tars, who did not disgrace the beef and biscuit upon which they had thriven, while their opponents, whose holiday was perhaps distinguished from their work day fare only by a salted herring, looked as meagre as their diet; nevertheless, those who knew their constitutions well, asserted that their figures, slight as they appeared, were composed of iron sinews, and gristle as hard as the herrings upon which they were obliged to live. But when the advantage in point of hardihood, which the latter were supposed to enjoy, was balanced with the superior strength of the former, the chances appeared pretty equal on either side, and accordingly bets ran high, and the interest of the race was proportionably heightened. They were to start from where they lay, and run around the town, thus passing under Thomond Bridge, down that branch of the Shannon called the Abbey River, under Park Bridge, Baal’s Bridge, and the New Bridge, through Hell Gates, under the Wellesley Bridge, and as far as the Pool, where a pleasure boat was stationed with pennon flying, whose lowering was to be the signal of victory. The length of the race was about three miles. And now the tide ceased to flow, and the voice of preparatory advice and encouragement was hushed, and all eyes were fixed upon the beautiful rivals which, as they rose and sunk with every gentle swell of the waters, looked as if impatient for the signal that was to launch on the career of glory. The oars are balanced and the rowers stooped forward, prepared to give full effect to the first exertion of their strength. Hark to the cheer! the word has passed, and as the bound of the roebuck, was the first sweep of the boats over the yielding tide. Again the oars are feathered, and again they are dipped, and again they glance in the slanting sunbeam as if one will pervaded the different actors. And now the crowds fly along at either side of the

river, and words of encouragement are shouted to the Limerick men, as if the honour of their city was depending upon their efforts, and well they answer to the cheers, for the elastic oars bend at every stroke, and their rivals, uncheered, still strain their strength with equal emulation.

No advantage is gained as yet, although they are at the first bridge; but a quicker and longer pull, seconded by a ready removal of oars, sends the Limerick boat through one of the narrow arches first, for the other party, not being accustomed to such a nicety of operation, performed it more clumsily, and thus retarded the impetus with which they approached the bridge. They emerge at last, and fired to increased exertion, throw all their huge strength upon every sweep, and gain upon their opponents, who departed not from the calm and steady regularity of their movements; and now they shoot out, and enjoying the open water fly with all the speed of an antelope on her naked hills. The shouts of encouragement to the lagging party are redoubled, but they swerve not from the principle which seems to guide them, hoping perhaps, that their opponents would be exhausted when the time for action is at hand. While the boats remained in view, they held the same relative positions,—the Cork party being about thirty yards ahead of the other; but when turning into the Abbey River it was apparent the Limerick party must have gained some ground, for being nearer to the left bank they made a shorter circuit than was compatible with the original position of their opponents.

Speculation was now busy; but since nearly all were interested in the success of one of the parties, as in every similar speculation, difficulties disappeared, and fears were flung to the wind, till, as the disputants waxed hotter, the only doubt appeared to be whether, in reality, the Cork party was not outstripped before the head of the island was doubled, and whether they would not, *therefore*, rest upon their oars before another mile of water was passed. However, as this was not quite certain, although some keen eyed urchins, who were perhaps some of the rowers, vouched that they saw the white shirts shoot ahead under the shadow of some trees that grew on the island bank, all appeared willing to adjourn to the Wellealey Bridge as the most commodious position for beholding the crisis of the struggle, if to a crisis it should be urged. I fell into the *mouvement*, and sauntered along the river. And now, reader you may pray for either party as your inclinations prompt you, or, if you take no interest in the success of any, you can listen while I relate some legends of truth and fiction connected with scenes among which I have placed you.

The old town of Limerick stands upon an island formed by a branch

of the Shannon, called the Abbey River, with the main current. It is said, that the city was not originally insular, and that the Abbey River was a work of art; made under the auspices of the monks of one of the numerous abbeys with which that part of the city, now anti-monastic, called the *island*, once abounded. Hence it is said, the name is derived. What might have been the design of the projectors in undertaking such a stupendous work it is rather difficult to conjecture. Perhaps they intended it as a defence for the city; or perhaps they foresaw the uses to which their persecuted descendants were, in after days to apply its oozy bed; and if they were gifted with such prophetic spirit, well might the toil of generations be consecrated in delving out such hiding place for the silver bells of St. Mary's. Yes, 'twas worth the labour to secure a safe retreat, from which the avarice of the conqueror could never pluck them; for those sacred relics of piety, liberality, and splendour of our forefathers. There, in that channel, they now lie, unrusting though un-wrung; and the secret of the precise spot where they are hid is known only to the oldest friar of the order by whom they were concealed; whether that be the order of St. Dominick, or Francis, or Austin, tradition says not.

When the last effort of bravery had been made, and the last precept of fortitude fulfilled, after the embers of hope had been long extinguished, and when even despair could claim no farther sacrifice, then the silver bells were removed from the steeple of St. Mary's cathedral, and consigned to the slimy depths of that profound river, and an oath was sworn that the place of their concealment should never be revealed while the Saxon ruled in the land; but as soon as the country shall shake off her thralldom, they shall be restored, and the peal of their jubilee shall be heard clear and cheering as far as the Shannon rolls her waters; 'twill vibrate along the emerald waves of ocean, and every peak and promontory shall catch up the symphonious echoes; and as the growth of pearls is matured by thunder, and their brilliancy derived from the impregnating flash, so shall the pearly "gem of the sea" borrow from that peal the consciousness of her full-grown power and reflect, thenceforth and for ever, in undiminished lustre, the glorious light of liberty which it shall herald to posterity. Such is the substance of a legend which the fisherman relates as he glides in his tiny shallop between the salmon weir and island banks, and which glads his heart with pleasing memories or soothing hopes of brighter days, while in the silent watches of night he plies his precarious trade. The old bridge of Thomond, which is now supported on fourteen stone arches, was, at the time of the siege, a drawbridge, and when the inhabitants began to be

straitened for food, it became necessary to make more *sorties* than perhaps it would be thought prudent to make in other circumstances.

In one of these the besieged were completely entrapped by Gingle, who had placed about five hundred men in ambush to protect some twenty or thirty who were escorting waggons apparently loaded with stores, and, of course, to capture or kill, such of the citizens as should be lured by the prospect of so welcome a prize. The bait was swallowed, and two hundred brave souls found themselves circumstanced like their equally brave and famous countryman, instead of catching a prize they caught a Tartar. Many resolved to sell their lives as dearly as possible, and died gloriously with face to foe; but the greater part endeavoured to retrace their steps, and of these a few escaped within the walls, but, the enemy pressing on with alacrity, it became necessary to let down the bridge, and about a hundred of the Irish were precipitated into the river. The shrieks of these unfortunate victims to the general safety were harrowing, and the memory of their unavailing cries for help, heard faintly above the roar of a waterfall about sixty yards below the bridge, is transmitted to posterity, in the name of the place. There are at present two mills flanking the cataract; the older of them shares the title which had been peculiar to the fall, and both mill and fall are now called, in a corruption of the Irish, those "of the call for help." The mill is past; and we now stand upon the Wellesley Bridge, the second, if I am rightly informed, which has ever been built upon the same plan; its prototype is, I forget whether Naples or Venice. The exterior curve of the arch is eccentrically elliptical, but the eccentricity decreases towards the centre, where the curve is a semi-circle.

It is thus supposed to combine the strength of the rude arch of antiquity with the airiness and grace to which the fastidiousness of modern taste too often postpones solidity. But hush! hear you not a murmur of distant shouting beyond the New Bridge? "Yes, they come, they come!" The heads of thronging multitudes are indistinctly visible above the battlements, against the dusk of the eastern sky; and a stir may be noticed among the shipping of Merchants' Quay. The tumult thickens, crowds line the quays and burst into the ships, and the rigging is immediately endowed with animation.

All are bent forward to catch the first dash of the oars. 'Tis really beautiful! not five yards between them.

The boats are yet in shadow, and I cannot distinguish the colours of the victors; but the gesticulations of the by-standers are strong, violent, frantic, as of men who were to be stripped of honour, and could not die to retain or retrieve it. Ah! that conjecture was too unerring. The

dock is cleared—the open channel gained—the blue jackets are foremost still. The goal, now that the bridge is past, is not one hundred yards distant. Shall they return disgraced to their friends? never! They rally, and cheer back in weak reply, and the steersman waves his hat and strains the cords of the tiller till they crackle. Longer and more rapidly the oars are bent; they gain fresh strength as they go. And now they shoot apast the sailors hurriedly, “like a cloud in a tempest that passes the sun.” The Cork men are acting bravely, but their exertions, however sublimated, surpass not those of ordinary emulation. The sympathies of domestic life contribute not their bracing and concentrated influence.

And thus, like other rivals in a crisis, they struggle with misdirected labour, and lash the water with ineffective might. It had been remarked in the beginning of the race, that the sailors, in order to maintain their advantage, were obliged to expend a greater quantity of strength than their opponents, and the cause seemed to be that, on account of having been accustomed to rougher water, they had contracted a method of elevating their oars something more than was necessary on the smooth bosom of the Shannon.

And now, when a reserve corps would be most requisite to ensure success, it is not forthcoming; and they are compelled to see their opponents appropriate the wreath which all but adorned their own temples. The signal is struck, and assembled myriads hail the victors with triumphant joy.

SCHOOLS FOR SAILORS.*

IN COMPLETION of what I have before said, while advocating the claims of sailors upon public aid for special instruction, I will now only make a few supplementary remarks upon the subjects that should be taught in Sailors' Schools.

Taking for granted the need of the ordinary bases of secular knowledge—the three *R*s, as they have been whimsically called—I would add another *R*, which the dispensers of the Parliamentary fund are so careful to ignore, or at least to thrust aside to “a more convenient season”—I mean Religious knowledge. It would be a trite, commonplace sort of thing if I pretended to prove the necessity of what is denied by very few persons: I will only appeal to the observation of every one acquainted with sailors as they really are, and will summon them to

* Continued from page 432, vol. xi.

confirm my statement, that, on the whole, sailors are peculiarly open to deep religious impressions. A great proportion are wild, ungovernable men in their younger days, and have not much control over their passions in presence of temptation; but there is frequently a return from, and abandonment of, vicious courses; and, when a sailor has been through much peril of water, the meditative element develops itself within his breast, and he *very often* becomes a devout man. I will go so far as to assert this; that, taking equal numbers of men from the army and from the navy, a greater proportion of religiously-minded men will be found among the latter. I believe conscientiously myself, that, whoever wishes to make poor Jack have a happy life of it, will try to furnish him with a good sound bottom of religious faith and knowledge, whereon to build up all the rest of his mental cargo.

In reading, I do not think that the time of young sea-faring boys should be taken up with the study of fine sounding, long worded books, such as we find in too many schools. All the "ologies" may be very safely omitted from his education: his reading should be plain and useful, of course, he should be able to read his Bible well; and I would go so far as this—to recommend that he should study the best book of practical morality that I know of—Robinson Crusoe; that tale of all others the most level to his comprehension, and the best suited to his daily life.

Writing should be carried so far, by the time a boy makes his first trip, that he may be able to bring on board a good legible bill for his captain whenever he is sent ashore for purchases, and that he should indite a letter to his parents or friends, which the postman will not return to the Dead Letter Office on account of its misdirection. By and by, when the young seaman thinks of passing his examination, he may have improved his hand during his winter schooling, so that he may not be rejected even by a Privy Council examiner. All flourishes (the boast of ancient pedagogues), all ornamental hands (the aspiration of plumbers and glaziers), all scribbling (such as "certified masters" often teach), should never be enforced upon the young sailor lad. He wants the elements of a large, bold, plain hand, which may stand the pitch and tar of the rigging, and be taken ashore and out to sea again, year after year, without danger of ever getting spoiled or worse for wear.

In arithmetic, as I said in my first letter, I think lads by twelve years of age may be easily got up to such a point, that the first winter they pass in school after their first voyage may see them fairly in fractions and decimals. I would never waste time over square root, or cube

root or mensuration, or double rule of three, &c., for lads of this class. I would keep steadily in view the fact, that they must be able to work logarithms easily and correctly; and I would also give them the power of working problems by simple equations—about the most satisfactory piece of calculation a boy ever meets with. “Tait’s Arithmetic” is an excellent book for a boy of this kind; while “Colenso’s” is altogether superfluous. Further, however, than this, Jack should be up in Practice. He should be able to take his turn as captain’s clerk, if need be. He should, when an able-bodied sailor, be able to see something like daylight through the ship’s manifest; and, in fact, he ought to have a tidy knowledge of the mysteries of £. s. d.

The most difficult part of the question, however, is to define the limits of his geometrical knowledge; for he must know a good deal of the principles, or else he will never be more than a second hand navigator. I am free to confess that I consider Euclid as not suited to him; it is all very well for students in the Universities, as a fine fossil specimen of pre-Adamitic geometry, but it is too abstruse for the rough, seafaring mind; and something more simple, more practical, more of the thumb and eye kind, must be substituted in its stead. I wish very much that somebody—not a professed mathematician, and certainly not a teacher of “mathematics and the use of the globes”—would publish a book of this kind. Some good practical seaman, some experienced captain in the navy, some able master shipwright, would be the sort of person who should attempt the task; and he would confer a great boon on society by so doing. Above all, we want a short and lucid treatise on spherical geometry, especially for the use of young sailors; and to this might appropriately be added the score of astronomical problems which will suffice for the best sailor afloat.

Whatever is done for sailors and sailor boys must be made plain and easy. I do not say that it must always be made short; but simple and self evident it must always be, or it is good for nothing.

If a good foundation of great geometrical truths and facts be laid, all the treatises on navigation come in easily afterwards. A sailor then can easily understand them for himself; he will know the whys and wherefores; he will appreciate them, and he will get into great-circle sailing, and will bring down his altitudes, and will work out his log with intelligence and satisfaction. We cannot teach this sort of thing to a sailor boy with success until we can put proper books into his hands; and practically this is one of the most serious difficulties in the way of maritime education.

I limit myself purposely to these simple points, afraid of saying more

lest I open the sluice-gate for some of those terrible "ologies;"—let us get thus far, first of all, and then we may look still further ahead—if the captain wishes.

But, after all, *shall* we get any public aid for keeping up schools of this kind?—*that* is the question!

THE CHAPLAIN OF THE ROYAL WELSH YACHT CLUB.

LAST VOYAGE OF THE GOOD SHIP VERSLÜYS, OF ANTWERP.

IT WAS on the 10th of April, A.D., 1547, that Hans Svaardeken's ship, the Verslûys, of Antwerp, was seen splitting, with her huge bows the still waters of a small haven at the mouth of the Texel, as she moved lazily out to seaward. Presently the lofty and lubberly bark was outside the harbour, bobbing up and down on the broken waves of the entrance, as if wisely shaking her head in dissatisfied contemplation of the toils before her.

"Eh, Mynheer Van Imhoff," shouted Svaardeken, as he left the post on the lower shrouds, whence he had been piloting his vessel through the narrows, "it was well be-thought of in you to take your passage in the good ship Verslûys; what d'ye say to a can of liquor to drink her luck, Mynheer?"

And he smacked the worthy burgomaster on the fat shoulder. The blow baffled the poor man's efforts to recover his balance, which had been sadly discomposed by a heavy lurch of the vessel. Away he went, like an empty beef-cask, trundling off into the lee scuppers, and away again with the weather roll, was he trundling towards the weather scuppers, when Svaardeken stopped him and put him on his legs again.

"Why, Mynheer," asked the schipper, "where the seven duyvels were you going!"

"Going!" ejaculated the worthy man, "going!" and he said no more, for he was silent through astonishment and incipient sea sickness. Svaardeken called two of the men to hand him to the vessel's side, where they left him to enjoy the pleasures of sailing.

The breeze came down afresh a minute afterwards, and down the Verslûys laid herself to her work in a business like manner.

On she went banging and bursting through the waves that came in endless succession charging up against her bluff bow, showers and sheets of spray were soon bounding in over the weather bulwark, down upon the slanting deck.

Vincentio Sterazzi, the young Italian who had come on board in the mouth of the Texel, was sitting to leeward, endeavouring to keep the cloak tight about his lovely bride. Just as he opened his mouth to give utterance to an anxious enquiry as to how she felt, the half-formed words were sent down his throat again, by a gallon of sea water; that bounced very unceremoniously over the main-chains, right into his face.

The same wave threw a spare quart or two of its water into a mug of gin that one of the seamen, forward, was lifting into his mouth. Jacob Braak, (so was the man styled,) swore and cursed tremendously; Sterazzi contented himself with spitting out the stuff he had swallowed, and then turning to his companion, recommended her to go below.

"Where thou wilt, dear Sterazzi," murmured she, "where thou wilt."

"Humph!" said a little wizen faced, ferret eyed old codger, who was looking on.

Vincentio thought he saw the old fellow's leathern cheek distend, as if his tongue was in it.

"Mynheer," said the Italian, "this is not courteous, I will not bear to be mocked at."

"Humph!" grunted the shrivelled being, and his other cheek distended perceptibly, while the former shrunk to its natural, or rather unnatural proportions. One instant more and down he would have gone under Sterazzi's blow, when just as the latter's arm was raised, a supplicating cry from the lady recalled him to her side.

Alas for the romance of our tale! she was getting sea-sick!"

Yacob Braak, fuming and fretting for the loss of his gin, pulled up the waistbands of nine of his outermost pairs of inexpressibles, spit twice, swore again tremendously, and then went up to Svaardeken.

"Schipper," said he "it's time to reef and hand, she has too much sail on for this sea."

The schipper stopped, looked about him, then up, then down, then in Yacob Braak's face, whistled, scratched his head, and finally called the ship's company about him. There were in the crew, three named Hans, two Yacobs, three Donkers, seven Hendricks, five Carls, and two Philips.

Three of the Hendricks, one Carl, and one Philip, were for carrying on first as they were; but the others being the majority, carried the day, and sail was shortened accordingly, with the loss of only one man, Yacob Bremen, who was always drunk and went aloft so. He was swept off the main yard, and as he was whirled to leeward by the raging waters, he stretched his hands in the air and screamed for help. No one saw his fall but the ill-natured old monkey whom Sterazzi was going to beat.

"Humph?" said the little old brute, thrusting his tongue in his cheek. In an instant more the wretched seaman was swept beyond human ear, and in about half an hour more he was missed on board.

"Oh—h—h—h!" groaned Van Imhoff, as he recovered from a paroxysm of sea sickness, "I wish we were at our journey's end!"

"Humph!" grunted the old fellow behind him.

The burgomaster turned and saw the fellow's tongue in his cheek. "What's your name? what's your name?" roared Van Imhoff in a fury.

"What's the honest man's name to you?" cried a shrill voice in his ear. "Peter Van Imhoff, why don't you come down to your snug bed, and the night coming on? eh? eh?"

"I go—I go, mein vrouw," hastily said Van Imhoff, as he gazed in alarm at the clenched fist of the boney giantess at his side. And he went, and the little codger with the ferret eyes, said "humph!" louder than ever, and stretched his cheek out further than ever.

Mistress Trndschen Van Imhoff turned on him in a fury, and caught at his thin grey hair. Missing her aim, she stumbled against the lee bulwarks, and (the Verslûys heeling to a squall at the moment,) over went the poor vrouw into the water.

"Save me, save me," shrieked she, but away she was hurried by bounding waves with the rapidity of thought. Van Imhoff looked on, but said nothing. It might be that he thought it a happy deliverance. The schipper, passengers and crew crowded around the malicious old ruffian, who had been the cause of the accident.

"Thou art a murderer," roared Solon Brummengin, the one-eyed schoolmaster of Vlissingen, "be thou Onathema!"

All crowded to seize the murderer. As he gazed on them, his wizened features lit up with delight, a wild and strangely echoed laugh burst from his lips. He threw his lean arms on high, and described a circle in the air above their heads. "'Tis done! 'tis done!" he shrieked; and again burst forth his hideous laugh.

A rush of winds was heard, and a staggering blast struck the vessel, tearing her sails to shivers and roaring against the masts loud as the ragings of ten thousand tigers. It swept off to leeward, and the vessel rose from the recumbent position she had been thrown in, nearly to an even keel, and then having no sail to steady her, she rolled far and wildly from side to side, the long yards swinging about and the masts groaning fearfully. The man at the helm had been pitched to leeward with such violence that he lay senseless in the scuppers. No one ventured to take his place, all holding on to the fixtures of the vessel to

save themselves from being washed overboard. All command of the vessel being thus lost, the natural consequences followed—the masts snapped short off a foot or two above the deck, and down they came with all their weight of spars, and block and tangled rigging, crashing and thundering over the lee bulwarks. There they lay in the water, keeping the ill fated bark down on her side, and all had been over in a moment, when Sterazzi, rushing from the cabin, where he had been with the lady, seized an axe, and severed the shrouds and stays that yet held the lumber to the ship; returning below again, as the rescued bark righted herself once more.

Svaardeken and his crew lashed the tiller hard a-lee, and when the Versluys beak came up in the direction of the wind, he proposed going below, and leaving her as she was 'till the gale had blown its pipe out. Solon Brummengin exhorted them to pause, until judgment should be dealt upon the old fellow who brought their misfortunes on them.

"He has caused all that has happened to us," roared the schoolmaster squinting fearfully, "let him be cast forth upon the waters!"

The seamen seized the old wretch and hove him over the gunnel. He splashed heavily in, his horrid laugh bursting from his thin lips at the moment, and piercing every ear. Then away, with fearful rapidity, he added, in a sitting posture, over the tops of the waves to leeward. A dark bank of clouds that lay on the bosom of the waters in that direction shut him presently from view, his shrieking laugh ceasing as he disappeared.

At once the declining light of day was obscured, and night fell upon the scene. Then came a flash of lightning, vivid as the brightest noon, another!—another! Then a peal of thunder, harsh and grating, broke upon the ear over head,—it rolled, long, loud and dreadful, ceasing with a mighty crash.

The dark cloud to leeward is rent in twain—a huge vessel of quaint and uncouth form, without sails or mast, issues forth to view, revealed by a swarthy glare of light proceeding from the phantom bark itself. Toward the helpless Versluys the barque came fiercely rushing.

That deck—that hateful deck; what are they that flit to and fro upon it, shapes dubious and horrid as ever blasted mortal eye—And he—the mightiest and the darkest, bearing on his shadowy brow, the semblance of a fiery crown? Yacob Bremen was on that deck, and Trndschen Van Imhoff, horror and anguish in their swollen features, and their ghastly eyes shining with phosphoric light. The little old wretch was running up and down, shrieking wildly at every step, he was beset with myriad flakes of fire that appeared to dart through him.

Right abeam the helpless wreck, the career of the fiend-freighted barque was stayed. Silent and motionless as the dead, stood the miserable beings on the Verslûys deck. The shrieks and lamentations that rent the air, proceeding from the hell-barque, changed to a peal of wild, blood-curdling laughter—again that devilish peal rings through the startled sky—again, and now it sinks and breaks into the shrieks of maddening agony and despairing woe.

"Vincentio, Vincentio," gasped the lady, shrinking into Sterazzi's bosom, "we are lost, and lost for ever!"

"Cheer thee, Alice, cheer thee, heaven is our shield, and the fiend shall not prevail."

Suddenly all is still and hushed—that giant and durky form bath waved his hand on high. The dismantled Verslûys quivers through all her frame, as a mighty billow bursts over her—another, and a mightier rushes upon the defenceless barque, and, almost 'ere it breaks, the good ship Verslûys, after taking a lazy roll to either side, puts her beak into the water, and goes straight down on a voyage of discovery to the depths below. The results of that voyage have not as yet been ascertained.

When the wave had done its commissioned duty it subsided, leaving of all the good men and women, and good planks and good things that formed the crew, passengers, cargo and self of the good ship the Verslûys of Antwerp, nought but a floating spar, to which clung Vincentio, supporting his Alice. Still lay the fiend barque near them; and again the shout of devilish laughter, that hailed the destruction of the wretched vessel and her inmates, had broken into wailings and curses, when the fire crowned giant spake:—"Two mortals have escaped thee, Abdarôth; thou art failing in thy duty. Away with him!"

A horrid shriek burst from the little old wretch, as a myriad of howling demons rushed upon him at the word. Whirlwinds of fire involved the direful deck, and the glare hid all there from mortal vision.

Alice still remained insensible, and Vincentio felt his own powers leaving him fast, through mental and bodily anguish. An agonizing prayer to his patron saint passed his lips, the next instant the boat of the sunken Verslûys drifted near, and he caught the gunnel. Placing Alice in the little barque, he clambered up himself, with toil and difficulty, and reached the inside also.

The deck of the phantom ship was now again visible—the whirlwinds had passed away; but of all the semblances that had tenanted that deck before, one alone remained, the mighty one. The winds were hushed, the waves had subsided to the long unbroken roll of an ocean calm, darkness lay thick and black everywhere around, save where the lurid

blaze from the phantom ship disclosed its baleful form, and the giant fiend upon its deck.

"Alice, look up; my life, my soul, look up!"

The fiend laughed long and loud.

"Alice, Alice," cried Vincentio, still more anxiously, as her swoon continued, "look up and bid me hope!"

"Despair!" shouted the fiend.

"Avaunt thee, evil one," cried the youth, heaven is with us!" Even at the word Alice revived.

"Where, where are we, Vincentio? where is the vessel that we sailed in, and those that were with us?"

"Gone to the bottom of the waters, Alice; but we are safe—safe still."

"And that horrid barque that was rushing towards us, with its demon crew?.....Ah, there it is!" she fell back in Sterazzi's arms, and long and loud the demon laughed again. Hours passed away, and the dreary scene remained unchanged.

And ever and anon the fiend voice spake and bade Vincentio to despair. And despair was creeping cold upon his heart and freezing all its energies. Alice marked the sinking eye, the drooping head, and she spoke to him in her own soft, low tones.

"Vincentio, dear Vincentio, let us pray for aid to the Holy Virgin." They sunk upon their knees together, and the *Salve Regina* rose upon the air, their voices commingling sweetly.

A shriek, surpassing all yet heard, rent the darkened sky. Then howlings and wailings fierce and horrid burst upon the ear. The lurid glare that had lit the scene spread into a mightier and swarthier blaze—a stunning crash succeeded, and then all was still.

Darkness had left the face of the waters—the sun shone bright and joyful from the azure sky—the phantom-barque was gone, and before the rescued pair a lone and lovely island lay upon the bosom of the placid deep.

They landed on that beauteous shore, and side by side they knelt upon the grassy slope above the beach, in earnest and grateful prayer. They arose and eat of the rich fruits that hung around, and quenched their thirst in the crystal spring. Then as bloom and health returned, they wandered gaily on to explore the leafy recesses of that lone and beautiful isle.

ON THE ROLLING OF SHIPS.*

AND exactly in the same way in undulating water, there must exist similar strata, forming curvilinear sub-surfaces of uniform pressure, the direction of these, at every point, being determined by the condition which has been shown to determine that of the upper surface of the wave, viz., that it must be everywhere at right angles to the resultant obtained by compounding the gravity of their moving particles with the accelerating forces which actuate them as deducible from their motions.

Now, it is easy to see that were the motions of the subjacent particles identical with those of the surface particles directly over them, the strata or sub-surfaces of uniform pressure, would throughout be parallel to the upper surface of the wave, since in this case the resultant obtained by compounding the gravity of any subjacent particle with the accelerating force acting on it, as implied and measured by the accelerations it experiences, would be identical in direction with that deducible from the operation of the same conditions at the surface.

And the same result would follow, if the horizontal and vertical accelerations experienced by the subjacent particle, though not identical with those experienced by the surface particle, bore to them a certain due relation. For the direction of the resultant would be the same as at the surface, whenever it happened that the horizontal accelerating force acting on a subjacent particle (as indicated and measured by its horizontal accelerations) bore to its gravity + the vertical accelerating force acting on it (similarly indicated and measured), the same ratio which held good between the analogous conditions in the surface particle immediately above it.

It will not here be attempted to investigate the law which really governs the difference between the motions of the upper and the lower particles; and, indeed, it would be sufficient for the immediate purpose to view broadly those conditions which seem to determine the general character of the law.

The author judges it to be dynamically impossible, in reference to any kind of wave, that in deep water the motion of the bottom particles can be even approximately the same as those of the surface particles; or that in water of unlimited depth the bottom particles can have any motion at all; or again, that in very shallow water, the motion of the particles at the bottom can fail to be considerable when compared with that of the particles at the surface. And though it is possible that the ratio may vary somewhat according to whether the wave be oscillating or translatory, the author did not see any reason to expect such a variation.

* Continued from page 22.

Experimentally, indeed, it is patent that when oscillating waves are generated in a shallow channel, the particles at the bottom appear to move horizontally, as much as those at the surface; and the ripple mark which such waves create on a sandy bottom, may be summoned as a witness that the motion of the bottom particles is by no means inconsiderable; nor do I think that more than this can be said, when a wave of translation is generated in the same channel: and in fact it would be extremely difficult to arrange an experiment such as to justify a positive assertion that the motions of the top and bottom particles are absolutely identical. But though we do not admit their absolute identity, yet in a very shallow channel the motions are plainly so nearly equal, whether the waves be oscillatory or translatory, as to involve as a consequence the somewhat curious conclusion, that the virtual steepness of a wave in such a channel is greater in its lower regions than near the surface. So that a stabilised particle (a particle possessed of a definite axis of equilibrium which would become vertical in still water), must tend to assume a greater angle on the passage of a wave (or must have a more inclined position for its position of momentary equilibrium) when floating near the bottom than when floating at the surface. For the "virtual steepness" of the wave at any point in its interior is the slope of the corresponding stratum or sub-surface of uniform pressure, or (what is the same thing) is the inclination of the resultant which governs it. Now, if we examine the motions of the particle, when floating near the bottom of the channel, we shall find that while its horizontal motions and their accelerations are, as has been already stated, very nearly as great as those which it would have possessed if floating near the surface, its vertical motion and their accelerations must be considerably less; indeed, if it were quite at the bottom, it would be incapable of vertical movement. It follows, therefore, that in a shallow channel, the ratio of the horizontal accelerating force acting on the particle to the vertical "accelerating force acting on it + its gravity" will be greater and greater, and consequently the inclination of the resultant will be greater and greater, in proportion as the assumed position of the particle is nearer and nearer to the bottom.

Practically, however, the subject of the paper belongs to the region of deep water; and here, since the remoteness of the bottom prevents it from limiting the vertical motions of the particles, we may safely assume that the horizontal as well as the vertical motions are progressively less for subjacent than for surface particles. The rate of diminution cannot indeed be very rapid, since Atlantic storm-waves become sensibly modified in form on striking channel "soundings," so that plainly the

particles of such waves possess considerable motion, even at the depth of 60 or 70 fathoms. And on the whole there appears no reason to assume that in waves of average proportions, the diminution follows such a law as will cause any sensible want of parallelism between the upper surface of the wave and the corresponding sub-surfaces of uniform pressure, at least within the depth which is reached by the displacement even of the largest ship.

As, then, it was shown to be rigorously true that to a stabilised particle, floating at any point on the upper surface of a wave, the position of momentary equilibrium is that which would place the axis of equilibrium of the particle at right angles to the tangent of the wave angle at the point where it floats, so it may be practically assumed that to another similar particle, floating or suspended at a moderate depth immediately below it, the position of momentary equilibrium is that which would place the axis of equilibrium of the lower particle parallel to that of the upper. And if we take account of the aggregation of particles for which a ship which displaces them is substituted, and of which she accepts the aggregate dynamic conditions, we know that her position of momentary equilibrium must be the mean of the positions belonging to the several particles displaced; and we may assume, with a close approximation to the truth, that this is the position which would place her axis of equilibrium (or we may say her mast) at right angles to the upper surface of the wave.

It follows, farther, that when the ship at any moment deviates from this position, the effort by which she endeavours to conform herself to it depends on the momentary angle of deviation, in the same manner as her effort to assume an upright position, when forcibly inclined in still water, depends on the angle of inclination. Hence her stability, *i.e.*, her effort to become vertical in still water, measures her effort to become normal to the waves in undulating water: and hence, just as when the ship floats in still water, this measure of the effort, changing with her changes of inclination, combined with the measure of her "moment of inertia," serves to determine her period of oscillation; so when she floats in waves, the effort, similarly measured, and changing not only with her own changes of inclination, but also with those of the travelling wave surface, serves to determine the successive changes of position which she will then experience.

It should be noticed that in adopting this view as exhibiting the fundamental law which governs the motion of a ship on waves, it becomes unnecessary to take separate account of the position of the ship's centre of gravity (*i.e.* as whether it is above or below the waterline), or

of the ship's peculiar form (as whether it "tumbles home," or spreads out "Symondite fashion" above the water); not because these conditions are irrelevant, but because in the exact degree in which they are relevant, they have been included, and full account has been taken of them in determining the ship's scale of stability in still water.

The author says the proposition thus generally stated is markedly at variance with views which have been expressed by men whose authority deservedly ranks high on questions of Naval Architecture. It has been held, for example, by some, that though a plank when laid flatwise on the water, would continue to accept the successive inclinations of surface brought under it by passing waves; the same plank, if loaded on its edge so as to have a vertical position of rest in still water, would still float vertically when a wave passed under it; and again, that, carrying out the analogy to ships, while a flat and shallow vessel, deriving its stability from an extended plane of flotation, would endeavour to follow every undulation of the surface, a narrow deep one, on the contrary, deriving its stability from deeply stowed ballast, would endeavour to float always with its mast truly vertical. Whereas, according to the view here insisted on, the plank, whether floating flatwise or floating edgewise, the ship, whether, stabilised by breadth of beam, or by deeply stowed ballast, would alike, at all times, endeavour to place its masts at right angles to the surface of the wave on which it rests.

THE LOSS OF THE MONITOR.

THE iron-clad battery Monitor has sunk off Cape Hatteras in forty-five fathoms water. The following is from a narrative of one of the officers. The Monitor, in tow of the steamer Rhode Island, started from Fortress Monroe about three o'clock on Monday afternoon, December the 29th. The Passaic, in tow of the steamer State of Georgia, had gone out some time before, and was perhaps ten miles at sea. On board the Monitor were 63 persons all told. The sea was calm and smooth as glass, and the weather warm and pleasant. The vessel proceeded at the rate of about five or six knots an hour, with a perceptible motion less than that of any other vessel.

Everything seemed auspicious for a pleasant trip, and at night all went below to sleep. Then they began to experience the effects of close air. In the interior of the Monitor, as will be remembered by descriptions, a few feet forward of the smoke stack to the stern is located the machinery, the fire room, &c. Under the turret, and a few feet forward of the main hatch, is a place occupied by the sailors. Still

further forward is the cabin and ward room. This is lighted by turret-holes. Around this are four large rooms,—say, 7ft. by 8ft., and four smaller ones, 6ft. by 9ft., occupied by the officers. She had blower engines put in at Washington for the purpose of drawing all the air possible through the turret and the blower stacks. With the exception noted of the closeness of air, which indeed was almost insupportable, there was nothing to mar the comfort of the first night. The next morning broke beautifully, but with a light breeze that smashed up little waves against the turret, just enough to make small rainbows when the sun was shining on the bows. So the weather continued until Wednesday (Thursday?) afternoon, when it became cloudy, and as the sky grew darker it was thought they might have rain. Soon, however, the wind cleared all the clouds away, and they thought there would be agreeable weather all the way down; but later in the afternoon, about five o'clock, it commenced to blow.

At six o'clock they stood S.S.W. from Hatteras Light, having cleared the Cape, the breeze freshened more and more, but no apprehensions being felt of a gale. About seven o'clock they discovered the Passaic, some three or four miles to the north-east. When they saw the Passaic thus in her stern, she having been ten miles ahead at the start, all on board the Monitor could not but feel a pride that she (the Monitor,) was the first there, as everywhere else; that she was the first iron-clad that had rounded Cape Hatteras, as she had led in naval achievements.

The conclusion was arrived at that the storm would not overtake them, and therefore that it was not necessary to run towards Hatteras Inlet. The breeze was blowing pretty freshly and increasing in violence, but there were indications in the west of its clearing off, until about eight o'clock, when, in the space of a few minutes a storm of wind and rain gathered in the south-west, the wrath of the waves augmenting, with a sea so rough that it began to dash against the tower, throwing up fountains that leaped thirty to forty feet in the air, washing all over the turret. The fury of the storm kept on, every wave dashing over the whole vessel from stem to stern, and entering at every crevice intended for the admission of air. The vessel thumped about in a manner indescribable. The rain lasted from a quarter to half an hour, but the gale raged even more intensely than before. The vessel began to leak—they hardly knew where it came in—but it was very serious around the fore-castle and anchor. It was about nine o'clock, and the pumps were set in motion. They rapidly gained on the water, but in about half an hour they kept about even pace with each other. The gale had

increased to a hurricane, the Monitor reeling and shuddering from end to end. Faster and faster the water came in. It was gaining on the pumps. By half-past ten o'clock the water was reported gaining rapidly. A few minutes later, and the report was it would soon be up to the fires. This again was followed by the report that the vessel could not live more than two or three hours longer. The water rapidly neared the fires; when they were put out the pumps could not be worked. When it was reported that the Monitor could not stand it more than an hour or two longer, signals of distress were at once made. Red, white, and blue rockets were thrown up, and were answered by the Rhode Island.

This was at 11 o'clock, when it had been decided as impossible to save the vessel, and attention was turned to saving their own lives. One of the hawsers connecting the Monitor with the Rhode Island had parted between 8 to 9 o'clock. When the Rhode Island answered, a voice on the Monitor cried out through a trumpet that they were in a sinking condition. Those appealed to on the Rhode Island went to work with utmost speed to send boats to the rescue. It was a most daring undertaking, but they got out a launch and manned her, and riding on the crest and sinking in the hollow of the waves, she made towards the Monitor. At this time the sky was filled with clouds, through which a little light from the moon appeared, so that objects could be distinguished. The remaining hawser cut, so that the boats shall not be entangled; but the hawser got entangled with the paddle-wheel of the Rhode Island; it clogs the wheel, and the Rhode Island, a large war steamer, is drifting towards the Monitor; the launch is between the two vessels thus nearing each other, and seems doomed to destruction. The launch reaches the side of the iron-clad; the proximity is dangerous to all, for two or three lurches and the sharp prow of the Monitor will stave in the wooden walls of the steamer. All feel that they will go to the bottom. There is a terrible silence, so far as those on the Monitor are concerned. As two or three jump out of the boat the oars are seen to flash in the air; the launch is heard crashing; in a second the crew have sprung on the Monitor. Simultaneously the hawser is cleared from the paddle-wheel, and the Rhode Island runs off without the fatal shock to a safe distance.

While the vessels lay alongside, several of the Monitor's crew sprang for the ropes that dangled from the side of the Rhode Island, and some succeeded in climbing up, while others were washed into the sea. The crew of the launch now sprang back into her, but those of the Monitor were reluctant to trust themselves to make the attempt, as several were

washed off the deck by the great seas coming over. They clung, therefore, to the top of the turret, fearing they might share the fate they had witnessed overtaking others, preferring their chance to live a little longer, although there was the moral certainty that they could not remain and live long. Finally, the launch was filled, having taken on probably some 15 from the Monitor. All that were on deck at the time got in, and the launch was ordered off. Some stuffed the crushed side with pea jackets, while others baled out, and the rowers tried to get to the steamer, which was their only hope. Meanwhile the Rhode Island had lowered a whale boat. The sea which was terrific, dashed the whale boat upon the launch with terrible ferocity.

One of the officers in the launch sprang over towards the side and stretched out both his arms to break the blow and turn the course of the boat. This he succeeded in doing, but not without considerable injury to himself. Getting close to the steamer the men spring for the ropes, and some lose their hold and are swallowed by the sea, although nearly every one in the boat is saved. The whale boat saved others from the iron-clad. A third rescuing boat was sent, commanded by Mr. Brown, a brave man, and skilful in the management of a boat. This has not been heard from, but it may have picked up some survivors and have got safely to some other vessel. The Monitor went down about 2 o'clock in the morning.

There were lost on the Monitor four officers and twelve men; one officer and seven men belonging to the Rhode Island were also lost in attempting to save the men of the Monitor. One boat which left the Rhode Island to save the Monitor's men has not been heard of. The Monitor sank off Cape Hatteras in 45 fathoms of water. The cause was leakage; she gained two feet of water in one hour, with all her pumps working. Sailing-master Stodder was the last man to leave her. Those who were lost refused to come down from the turret, as the sea was continually breaking over them, and they were afraid of being swept away.

Death of Richard Green, Esq.

We regret to announce the demise of this well known gentleman, which took place on Saturday the 17th of January, 1863. As Vice-Commodore of the Royal Thames Yacht Club, he was universally esteemed,—for his affability and kindness to all classes were acknowledged and appreciated.

The deceased had been ailing for some time, and, in order that he might be near his physician, he was a few weeks ago removed to his sister's residence in Regent's-park. In the early part of the week his illness assumed a more serious aspect, and it was evident that he was fast sinking; he gradually became more exhausted, and died as before stated. He was in his 59th year, and, in conjunction with his younger brother, owned the magnificent fleet of ships, upwards of thirty, which for so many years have traded between the Thames and the East Indian and Australian ports. He was also an extensive shipbuilder, and had constructed numerous steam frigates and other vessels for the English, Russian, Spanish, Portuguese and Brazilian Navies. In him the Merchant Seamen's Orphan Asylum, the Dreadnought Hospital-ship, and other charities connected with the mercantile marine, as also those in the east end of the metropolis, have lost a staunch friend. He contributed towards the maintenance of the chapel and Green's Sailor's Home in the East India-road, originated by his father, and he also established a free school for children without regard to any particular creed. By his benevolence the Poplar Hospital was enabled to extend its usefulness and to relieve a large amount of suffering humanity. He took a most lively interest in the success of the Merchant Seamen's Orphan Asylum, of which he was Treasurer, and subscribed a munificent sum to the fund for erecting the building at Snaresbrook, the foundation stone of which was laid by the late Prince Consort. He took a prominent part in promoting the organization of the Naval Reserve, and we believe that most of the officers and crews of the firm belong to that branch of the nation's service. He was also chairman of the recently-established training school on board the Worcester ship in the Thames. Although not of very strong health, he was active in his business habits, and attended by his manager, Mr. Selfe, he would often visit his ships in the adjacent dock twice in the course of the day. On the news of his death reaching Poplar, the shipping in the docks had their colours hoisted half-mast high, and the shops were partially closed, the bells of the churches and chapels being tolled during the remainder of the day. The deceased gentleman was never married.

On Saturday, Jan. 24th, the funeral of the late Mr. Green, took place in Poplar with every mark of public respect and regret. An imposing procession was formed soon after eleven o'clock; but long before that hour the streets near the railway station, in front of the lamented gentleman's late residence, and the East India-road, as far as Trinity chapel, were thronged by dense crowds, numbering from 15,000 to 20,000 persons, of all ages and conditions. The shops were generally closed, and the flags of all the shipping in the East and West India docks were hoisted half-mast high. The procession was headed by 100 men of the Royal Naval Reserve, told off by Commander Yelverton, and

commanded by Captain Wright and Lieuts. Younghusband and Cummings. The men of the Reserve bore their flags, which were bound with crape. They were followed by forty cadets of the training-ship Worcester, under Captain Trivett. Then came the hearse, which was followed by several mourning coaches and Mr. Green's private carriage. This was followed by the captains and officers of deceased's ships, the foremen and clerks of the establishment, a large number of gentlemen of the district, and the carpenters and other employés of the yards. The melancholy cortége was closed by a number of boys from the Merchant Sailors' Orphan Asylum at Snaresbrook, and from the local schools of which Mr. Green was so munificent a patron. The body was interred in Trinity chapel, Poplar, by the side of the coffin of deceased's father, Mr. George Green. The Rev. Mr. Jay and Mr. G. Smith officiated.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—A very full attendance of the members took place at the club house, Albemarle-street, on Wednesday evening Jan. 7, on the occasion of the quarterly general meeting, some 120 having been present at one period of the evening, and upwards of 40 gentlemen having previously assembled at the house dinner. In the unavoidable absence of the flag officers, the chair was occupied by the treasurer. The secretary having read the previous minutes, also the report of the committee, they were unanimously confirmed.

The treasurer then announced the financial report for the past year ending Dec. 31, 1862, audited by Messrs Hooper, Harvey, and Rudgel. The report exhibited the highly satisfactory balance at the club banker's (after the payment of all expenses) of £1,006. 11s. exclusive of funded investments to the amount of £4,000. The report was received with unanimous expressions of approval, and ordered to be printed and circulated amongst the members; and on the motion of Col. J. Wilkinson, seconded by Mr. R. Cooke, a vote of thanks to the treasurer was unanimously agreed to. Eighteen gentlemen were at the conclusion of the ballot elected members, including Messrs J. C. Morison, *Ierne*, schooner; E. Johnson, *Avalanche*, schooner; F. G. Hobson, *Violet*, schooner; and Rev. J. Griffith, owner of the *Mystery*, cutter.

A handsome photograph was presented by Count E. Batthyany, representing the *Flying Cloud* (the winner of the R.T.Y.C. Schooner Match, 1862), with the *Shark* and *Galatea*, "rounding the Mouse," the *Leonora* close up. A vote of thanks to Count E. Batthyany was unanimously agreed to. The consideration of Mr. F. Ord Marshall's notice of motion was post-

posed, and the meeting was declared adjourned to Wednesday, Feb. 4, when it is expected the period for the annual ball, under the auspices of the club, will be fixed, and a list of stewards selected.

Royal Mersey Yacht Club.—At the general meeting, held on Monday, Jan. 5th, at the rooms of the Club, in the Tower, Liverpool, the principal object which occupied the attention of the members, were the days to hold the regatta sailing matches of the club. After much discussion, attendant upon the nature of the tides of the day, it was finally resolved to hold the sailing matches on Friday and Saturday, June 26 and 27. To carry out this arrangement, it will be necessary for the yachts to start earlier than has been usual, viz, at 10h. 20m. a.m., at the latest, as the tides will be an hour earlier than usual in the matches of the club. Liberal and valuable prizes will be offered, and, if possible, will exceed those of the previous two years, and it is expected that they will include a Ladies' cup of increased value.

Ranelagh Yacht Club.—The monthly meeting was held on January 14th, at the new Club House, the Pier Hotel, Chelsea; Mr. Lenthall, the treasurer, in the chair, faced by Mr. Keen. The meeting was a very full one, and after the usual routine business, Messrs. A. Chaplain, screw yacht Rifle, 22 tons; G. W. Charlwood, yacht Jessica, 10 tons, and Green were unanimously elected members of the club. The Chairman then said he had much pleasure in bringing forward the financial statement for the past half year, being from the 30th June to the 31st December inclusive. After going through the various items, which showed a balance in the club's favour, Mr. Lenthall continued: He might add that besides that balance the first prize of 10 guineas, presented to the club by the Commodore last year, had, from untoward circumstances, not been sailed for. That prize still remained, therefore, in the hands of the club, and would not be carried to the balance, as it would be competed for this season.

The club, he might remark, did not seek to have any large surplus, but simply to present prizes fit to be sailed for by its yachts year by year, and to pay its way; he, therefore, considered they might congratulate themselves upon their funds being in so satisfactory a condition, especially when he told them that his balance-sheet had not on the face of it any of the subscriptions paid this year. The report was received with general satisfaction, and after some interlocutory conversation, was, on the motion of Mr. Royston, seconded by Mr. Boggett, received and adopted.

Mr. G. W. S. Iago said he had a circumstance to communicate to them which would cause them the deepest regret. Since they had last met in that room they had lost an old friend of the club, Mr. F. C. Chaldecott, who had been lost, as most of them were doubtless aware, in the "Lifeguard." At their last meeting only he had come among them after a lengthy absence, and presented them with a model of a north-country coble, whose working he explained. He (Mr. Iago) should wish that Mr. Chaldecott's memory be perpetuated amongst them, and would propose that an inscription be placed on the model, recording the fact of the presentation, and of the subsequent unfortunate loss of its donor.

Mr. Hampton having seconded the proposition, the Chairman said he need scarcely put it to the meeting, as no one among them could fail to regret the loss of so old a friend and active a member. The motion was then carried by acclamation, Mr. Keen, being requested to write a suitable inscription.

DOINGS AT THE DOCKYARDS.

Camper, Gosport.—The splendid cutter Susan, 60 tons, was built at this yard in 1861, for the Earl of Hardwicke, and in 1862, the schooner Werki, of 160 tons, for His Highness Prince Wittgenstein, and the Pleiad, schooner of 205 tons, for Earl Somers. The following vessels have exchanged owners—Ballerina schooner, 415 tons, late J. Davenport, Esq. to Viscount Templeton; Erminia, steam schooner, 220 tons, late Lord Dufferin, to Stuart Lane, Esq.; Pearl, cutter, 164 tons, late A. Cox, Esq. to the Marquis of Conyngham, and is now being altered to a yawl.

Fife, Fairlie.—The following were built here in 1862, Clutha, cutter, 90 tons, C. J. Tennent, Esq.; the Bedouin, cutter, 40 tons, A. Finlay, Esq. M.P.; Cinderella, cutter, 15 tons, A. Finlay, Esq.; Ripple, cutter, 8 tons, T. L. Livingstone, Esq.; Santry, cutter, 25 tons, Sir C. W. Domville; and Howth cutter, 15 tons, Lord Erne. The Æolus (built in 1861) was altered last year two feet aft, making her 60 tons, she has since been sold to J. Houldsworth, Esq.; the Onda, cutter 20 tons, late R. W. Laurie, Esq.; sold to — Morrison, Esq.; and the Scud, cutter 15 tons, to Mc Lane, Esq. There are building a racing cutter of 55 tons, 65 feet long and 14ft. 2in. broad, for C. T. Couper, Esq., also a schooner of 53 tons, for James Stirling, Esq.; a 15 ton cutter for G. R. Maitland, Esq.; and a 15 ton wherry for A. Armstrong, Esq. For Sale.—Surge, cutter 52 tons, and the Aquilla, cutter, 42 tons.

Hatcher, Southampton.—Is now building a schooner of 55 tons, for R. B. Hesketh, Esq., to be called the Phyrne, and a 40 tonner, per order. He has the beautiful little schooner Ellen, and the Skipjack, a new clinch built yawl, for sale. The Giraffe is sold to Capt. Tanner, and gone to Gibraltar.

Inman, Lympington.—The following yachts are building here—a schooner of 60 tons for Charles Putland, Esq.; and a schooner of 70 tons, for J. G. Lumsden, Esq. For Sale.—A new schooner of 45 tons, and a cutter of 35 tons; also the following schooners, Corsair, 105 tons, Stella, 85 tons, Telegraph, 33 tons, Vestal, 74 tons, Anaconda, 100 tons, and Louisa, 25 tons.—Cutters, Weerit, 53 tons, Queen Mab, 33 tons, Oak Apple, 33 tons,—Yawls, Magician, 64 tons, and Coquette, 25 tons; Leopard, 30 tons, and a screw steamer 80ft. long, 24 h.p.

Nicholls, Dartmouth.—Has a new cutter of 25 tons called the Tartar for sale, built in 1862; also the Sylph, schooner 53 tons, and the Nimrod cutter of 40 tons.

Payne, Southampton.—Is building a yacht, per order, which is expected

to be well known during the forthcoming season.—He has altered lately, the *Ginevra*, schooner, 194 tons, James Lamont, Esq., from a flat counter to an elliptic stern; the *Gazelle*, Lord Henry Cholmondeley, lengthened 3 feet by the bow, making her 12 tons; the *Wasp*, Col. Swinton, lengthened 3 feet by keel aft, making her 12 tons; and the *Midge*, 14½ tons, G. Hepburne, Esq., has been made deeper, and her bow altered. The *Merlin*, cutter 10 tons, has been sold to Capt. Smith. For Sale.—*Emetic* 27 tons, and *Cormorant*, 11 tons.

Seath, Glasgow.—During the past year (1862) five steam yachts have been built and despatched from this yard, ranging in tonnage from 15 to 90; two of which under 35 tons made most wonderful passages to India under canvas only. At the present time there are building two small screw yachts. Also for Sale.—Three screw yachts, and one paddle yacht, of the following dimensions :—

1.—Screw—140 × 18 × 10 × speed 11 to 12 miles.

This vessel is for cargo and passengers, but being a handsome model would make a most comfortable and commodious yacht,

2.—Paddle—112 × 12 × 6 speed 12 miles.

3.—Screw— 66 × 9½ × 6½ “ 10 “

4.— “ 50 × 8 × 6 “ 9 “

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this institution was held on the 1st January, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Sir E. Perrott, Bart., Admiral Washington, F.R.S., Hydrographer of the Admiralty; Alexander Boetefeur, Esq.; Admiral Gordon; Montague Gore, Esq.; Captain W. H. Hall, R.N., C.B.; John Griffith, Esq.; Captain Ward, R.N., inspector of life-boats to the institution; and Richard Lewis, Esq., the secretary.

A reward of 6*l*, 10*s*. was voted to the crew of the Institution's life-boat stationed at Lytham, for saving, on Friday, Dec. 26th, during a gale of wind, the crew of 18 persons of the barque *Brazil*, of Liverpool, which at daylight was observed on Salthouse Bank. The poor men had hurriedly abandoned the ship in their boat, as the seas were rolling in fearful violence over the wreck. The life-boat came up just in time to save them from a watery grave, for a few minutes afterwards the seas filled the ship's boat, and instantly sunk her. This valuable life-boat has this winter saved 32 ship-wrecked persons. Amongst the number was a Liverpool pilot. On his relating to his co-pilots the narrow escape he had had of his life, and the noble exertions of the life-boat's crew, they voluntarily subscribed 14*l*. amongst themselves, and handed the amount to the life-boat's crew in gratitude for their services in rescuing him and thirteen others from the American ship *Annie E. Hooper*.

The sum of 6*l*. 9*s*. was also voted to pay the expenses of the Porthcawl

life-boat in saving, during a fearful gale of wind, ten persons from the schooner *Champion*, of Liverpool, which on the dawn of the 20th ult. was observed, water-logged, on the Scarweather Sands, near Swansea. The cost of this valuable life-boat was presented to the institution by a lady resident in Staffordshire, and her satisfaction must indeed be great that she has thus contributed to the saving of ten persons from an impending death.

A reward of 5*l.* 10*s.* was also voted to the crew of the Cardigan life-boat for rescuing three persons from the smack *Countess of Lisburne*, of Aberystwith, which, during a heavy ground sea, had struck on Cardigan Bar. After considerable difficulty the life-boat succeeded in reaching the wreck and taking off their crew, who, having previously lost their boat, had no means of escape left, and in all probability would, in the absence of the life-boat, have perished.

A reward of 13*l.* was likewise granted to the institution's life-boat at Hauxley, Northumberland, for saving, under the most perilous circumstances, four men belonging to the schooner *Little Aggie*, of Berwick, which during a hurricane on Sunday, the 21st ult., was totally wrecked near Hauxley. This noble rescue had excited considerable attention in Northumberland, where the conduct of the gallant fishermen who manned the life-boat in such fearful weather had received universal praise.

A reward of 4*l.* was also given to the crew of the Thurso life-boat, belonging to the institution, for saving on the 19th ult., during a gale of wind, the crew of three men of the schooner *Sisters*, of Wick. The vessel soon afterwards became a total wreck. The cost of this life-boat was presented to the institution by A. W. Jaffray, Esq., of St. Mildred's Court.

A reward of 6*l.* 10*s.* was also given to the institution's life-boat at Holyhead, for rendering important services on the afternoon of the 20th ult., to the barque *Highland Brigade*, of Whitehaven, by which means the vessel was probably saved from destruction.

Captain Priest, R.N., like all the other honorary secretaries of the branches of the institution, spoke very highly of the behaviour of the life-boats in very heavy seas and broken water.

A reward of 9*l.* 14*s.* was also voted to the crew of the Whitby old life-boat, for saving twelve men belonging to the barque *Royal Rose* of Falmouth, which during tempestuous weather, on the 21st ult., had sprung a leak, and was afterwards totally wrecked outside Whitby Pier.

A reward of 4*l.* was likewise voted to the crew of the Groomsport (County Down) life-boat of the institution, for the important services she had rendered to the disabled American barque *Carioca*, which was observed, on the 19th ult., dragging her anchors in a heavy gale of wind. The ship was ultimately brought to a port of safety. Major Maxwell, who was mainly instrumental in obtaining a life-boat for Groomsport, had zealously exerted himself on the occasion.

Also voted 13*l.* 16*s.* to pay the expenses of the Whitby new life-boat, for putting off and rendering most important services to the barque *Alice* of

Leith, which was found in distress in a heavy surf outside Whitby Pier on the 22nd ult. The cost of this valuable life-boat was also presented to the Institution by Mr. Jaffray, the gentleman above-mentioned.

A reward of 6*l.* 10*s.* was also voted to the crew of the Rye life-boat, belonging to the institution, who had, in conjunction with the crews of two Coast-guard boats, succeeded in rescuing from destruction the American ship James Brown, which was observed to be rapidly making water, in a heavy surf on the Boulder Sandbanks, off Rye, on the 10th ult.

Also a reward of 5*l.* 9*s.* to the institution's life-boat at Plymouth, for assisting, in conjunction with a Government steam-tug, in bringing to a place of safety the Dutch galliot *Aremana*, which was observed to be rapidly drifting on shore in a heavy sea. This valuable life-boat was the gift of Miss Burdett Coutts to the National Life-boat Institution.

Rewards amounting to 48*l.* 18*s.* were likewise voted to the crews of the institutions's life-boats at Tynemouth, Scarborough, Holyhead, Plymouth, Tyrella, Padstow, Carmarthen Bay, and Southport, for putting off in replies to signals of distress with the view of saving life from different vessels, but which had either succeeded in getting out of danger, or had their crews saved by other means.

During the year which has just closed, the life-boats of this great and important institution have rescued 858 shipwrecked persons on our coasts. The boats have during the same period been manned on occasions of service and of quarterly exercise by nearly 6,000 persons, and with the sole exception of one poor fellow perishing, the institution has most providentially not lost a single man throughout the year in its perilous operations.

The silver medal of the institution was presented to Mr. W. Swarbrick, master of the steam-tug *Wyne*, of Fleetwood; and to Mr. Robert Gerrard, pilot, in admiration of their noble conduct in rescuing, by means of the tug, under the most perilous circumstances, 17 persons from the barque *Pudyona*, of Glasgow Dock, which had stranded during a heavy gale of wind and a high sea in Morcombe Bay. There were thirteen persons altogether engaged in this gallant service to suffering humanity; for which service they had elsewhere received 55*l.*

A reward of 18*l.* was voted to the crews of two fishing smacks in appreciation of their gallant and persevering conduct in rescuing at great risk of life, the crew of four men from the brigantine *John and Edwin*, of Whitstable, which during a heavy gale of wind and a terrific sea had sunk off that place on the 31st of December.

An interesting report was read from the Assistant-Inspector (Captain David Robertson, R.N.) of the institution on his recent inspection of the life-boats on the Irish coast. With one or two exceptions he found the boats in excellent order.

It was reported that the late Mrs. Ann Cutto, of the Old Kent-road, had left the institution a legacy of 1,000*l.* free of duty.

A contribution of 2*s.* 6*d.* in aid of the funds of the institution was received from the wife of an old Scotch sailor. She was said to be a good

sailor herself, and thought that everybody should give something to the life-boat fund.

The institution decided to place forthwith a new life-boat at Bude Haven, in Cornwall, and to completely renovate the life-boat station.

Payments amounting to upwards of 500*l.* were ordered to be made on various life-boat establishments.

The cordial thanks of the meeting were presented to Mr. Chapman, for the able and zealous manner in which he had presided over the meetings of the committee during the past year. The thanks of the institution were also unanimously given to Sir Edward Perrott, Bart., the chairman of its sub-committee, for assiduously aiding to carry on the work of the institution. The proceedings then closed.

SCREW SHIPS OF WAR.

IN 1844 the *Arrogant*, by the advice of the late Lord Herbert, then Secretary of the Admiralty, was laid down for a screw-frigate, with auxiliary power, as an answer to the menacing attitude of France, the increasing proportions of her steam navy, and the celebrated pamphlet of the Prince de Joinville. To the auxiliary-powered *Arrogant* succeeded full-powered frigates, "blockships" of evil renown, and magnificent liners, mounting from 90 to 130 guns, all propelled by the screw, and in some of the finest of the frigates and liners driven by engines of a thousand nominal horse-power, capable of working up to 4,600-horse at full pressure of steam. Next came the "iron" age, represented by the *Warrior*, of 6,039 tons, and carrying but 40 guns behind her iron walls, her screw driven by engines of 1,250-horse-power. We are now entering upon a new phase in the introduction of Captain Coles's turret and Mr. E. Reed's central square tower systems, the former being applied to the *Royal Sovereign* and *Prince Albert* and the latter to the *Favourite* and *Enterprize*. As we progressed through these different stages so has the cost of our ships increased. We still retain the screw as a means of propulsion, and we cover the lofty masts of each ship as we send her to sea with a mass of wood and cordage sufficient to foul and disable the screws of a whole fleet if knocked overboard in action or in a breeze. We have been engaged all these years in testing the powers of the screw, and have also learnt its great attendant fault. A turn or two of a rope's end, and the screw becomes fixed, and the 14-knot ship, with her magnificent engines, becomes helpless on the water, as far as her machinery is concerned.

Since the commencement of the formation of our screw fleets by the launch of the *Arrogant* the thought ever dominant in the mind of the naval officer has been; How could a screw ship be rigged so as to lessen the danger of fouling the screw by falling spars and rigging or floating wreck? The question has in the meantime been often enough discussed by officers of the Royal and mercantile marine and by ship-builders and scientific men on

shore. Some have contended for the retention of the ordinary three masts for a full-rigged ship, while others have advocated the addition of a fourth or even fifth mast for the longest ships. Some few have even gone so far as to argue that our iron-clads can never, under any circumstances, if clothed with armour all round, like the Minotaur will be, be made sage sea-going ships; and, as they will possess engine power which they can use economically by a low pressure of steam, they ought to depend upon steam alone for their motive power. So far all the disputants have agreed that the present form and description of masts, yards, and sails must be made use of with three or four masts, or the ship must depend upon her steam power alone. There are, however, two existing modifications of rig and disposition of spars introduced by the Admiralty in the Defence and Resistance. No one, however, could wish to see such specimens multiplied. With the usefulness of their Cunningham self-reefing topsail, marred by attaching it to a fixed Howe's (American) topsail-yard, and their unsightly head and after sail arrangements, they look everything that is ugly aloft in a seaman's eye, while they are perfectly inefficient under sail, as compared with the Warrior or Black Prince.

The advent of the turret-ships has, however, led to plans being laid before the Admiralty for masting and rigging our sea-going iron-clad ships on an entirely novel principle, superseding altogether hempen rigging, cordage, and wooden masts by iron tubing and chain, exactly as iron ships have superseded wooden ones for all future purposes of war. It is proposed in these plans to give the ship tripod tubular iron masts, the central, or foremost, of the three tubes being of sufficient length to act as lowermast and topmast, and without tops or cross-trees. A long wooden topgallant-mast fitted abaft the topmast would carry topgallant sails and royal. Topgallant and royal yards would be of wood, but topsail and lower yards would be built of tubular iron, like the masts; all three masts and spars to be of equal dimensions. The advantages claimed for the tripod over the ordinary system of masting are,—1. Having no lower stays, they present no obstacle to the fire of the guns in the cylindrical shield or turret, in whatever direction they may be trained. 2. The yards can be braced up nearly fore and aft, or in a line with the keel enabling the ship when under steam to set sail and steer her course when with the present rig she would be obliged to furl her sails. This last position was forcibly illustrated in the escape of the English steamer Thistle from the United States' corvette Tuscarora off Madeira on the 29th of November. 3. In action, the wooden topgallant-masts being sent down, the ship is in her fighting trim. Her topsail halliards and sheets leading down between decks through her tubular masts, sail is set and taken in as required by the crew without exposing a man on deck. If all or any portion of the masts and yards are shot away, being of iron and having no rigging attached to them, they would sink immediately on falling overboard, without a possibility of fouling the screw. 4. On the mast platforms, which are laid on the braces connecting the legs of the tripod, they furnish a set of fortresses for riflemen

to repel boarders, &c. 5. From their great strength they are well adapted for withstanding the shock of a collision when using the ship at full speed as a ram. 6. They will enable a ship to carry a greater spread of canvas, with less weight aloft, than can be done with ordinary masts and rigging. They afford great means of ventilation, are durable as the hull of the ship itself, would not be subject to the effect of climate, and the enormous wear and tear of ordinary masts and rigging would be thus avoided. 7. The masts and yards being equal in size and fixed at equal distances, the yards cannot look when braced sharp up, and, the centre of effort of the sails being thrown well forward of the line of resistance of the hull, the ship will wear easily and rapidly, a quality in which our iron ships afloat, and more especially the Warrior and the Black Prince, are said to be very deficient. The adoption of the tubular tripod masts would also, without doubt, save the enormous annual expense which is now incurred in the deterioration of the rigging of our ships of war kept ready for service in the first-class steam reserves.

The following are the general dimensions of the shield-ship proposed by Captain Coles as a sea-going vessel, compared with the Defence :—

		Shield Ship	Defence.
Length	... ..	285 feet	280 feet
Beam	... ..	50 "	54 "
Tonnage	... ..	3,700	3,720
Draught of Water	... ..	23 feet	26 feet
Nominal horse-power	... ..	800	500
Height of guns out of water	... ..	13 feet	9 feet 6 inches

As regards the spread of sail and weight aloft the following comparisons are drawn :—

	Area of canvas in square feet	Weight in tons.
Ship with tripod masts	32,456 feet	120
Defence	22,529	162
A first-rate, or 120-gun ship	29,505	226

This gives the tripod-masted ship a spread of 9,927 square feet more canvas than the Defence, at an increase of 28 tons more weight. In comparison with the first-rate, by which the Warrior and Black Prince may be judged, the tripod ship spreads 2,751 square feet fore canvas, with a less weight of 36 tons, and as the tripod ship would draw less water, and have less beam, it is claimed that she would be much the faster ship under sail.

The word "turret," made use of in referring to Captain Cole's ships, has been used advisedly, the sloping-shields which were to crown the towers having been abandoned by the Admiralty, together with breech-loading ordnance for their armament. The Royal Sovereign, at Portsmouth, and the Prince Albert, building by Messrs. Samuda, will therefore now be fitted with turrets of a similar fashion to the Monitor, and will carry as heavy muzzle-loading ordnance as can be made for them. The Royal Sovereign is not to be fitted with masts, and consequently can only be looked upon as forming a part of our home defences.

A VOYAGE FROM COWES TO SYDNEY. NEW SOUTH WALES.*

Monday, March 24.—Barometer, 30·2—P.M.: Moderate winds and cloudy weather, accompanied by hard squalls and calms alternating. Midnight: Dark, cloudy, threatening weather; we double reefed the foresail; at six a.m. we shook one reef out of the foresail. At noon moderate weather.

Winds, N.E.; course, S. 22° 30', E.; lat. by acct. 35° 37', lat. by obs. 36° 38' S.; lon. by acct. 6° 41', lon. by obs. 6° 41' 16" E.; distance 86 miles.

Tuesday, 25.—Barometer, 30·3—P.M.: Moderate breeze and cloudy weather. Crew employed oiling the life-boat, the companions, and skylights, and varnishing the bulwark rail. At eight p.m. the breeze freshened, and a heavy sea got up. At midnight, the winds being strong and variable, we double-reefed the fore staysail, and foresail, and tacked ship to the eastward. At ten a.m., the wind still very variable, we tacked ship to the southward.

Wind variable; course, S. 16° 52', E., lat. by acct. 35° 53', lat. by obs. 35° 54' S.; lon. by acct. 7° 43', lon. by obs. 7° 43' E.; distance 53 miles.

Wednesday, 26.—Barometer, no observation recorded.—P.M.: Fresh breezes, attended by a very heavy head sea, the vessel pitching and rolling much. At midnight squally; carried all possible sail.

Wind, S.E.; course, S. 16° 52', E.; lat. by acct. 37° 28', lat. by obs. 37° 28' S.; lon. by acct. 8° 19', lon. by obs. 8° 19' E.; distance 98 miles.

Thursday, 27.—Barometer, no observation recorded.—P.M.: Light winds and fine weather. Crew employed at sundry work. Four p.m.: Wind variable and squally. Six p.m.: Tacked ship to eastward. Eight p.m.: Light airs, which continued during the remainder of these twenty-four hours.

Winds, S.E.; course, N. 78° E., lat. by acct. 37° 20', lat. by obs. 37° 20', S.; lon. by acct. 9° 40', E., lon. by obs.—sun obscured; distance 40 miles.

Friday, 28.—Barometer, no observation recorded.—P.M.: Light winds and thick cloudy weather. Midnight: Heavy squalls, attended by rain. Noon: Squally wind and thick weather.

Wind, very variable; course, N. 64° E.; lat. by acct. 36° 48', lat. by obs. 36° 48', lon. by acct. 10° 50', E., lon. by obs.—sun obscured; distance 74 miles.

Saturday, 29.—P.M.: Light breezes and clear weather. Midnight calm, with occasional catspaws flying about, which continued until noon.

Wind, variable; course S. 11° 30' E.; lat. by acct. 36° 37'; lat. by obs. 37° 0' S.; lon. by acct. 11° 45' E; lon. by obs.—sun obscured; distance 45 miles.

Sunday, 30.—P.M.: Light and variable winds from N.W., with occasional calms, prevailed throughout the twenty-four hours.

Wind, variable, N.W.; course N. 70° 19' E.; lat. by acct. 36° 42'; lat. by

* Continued from page 33.

obs. $35^{\circ} 41' S$; lon. -by acct. $13^{\circ} 22'$, lon. by obs. $13^{\circ} 22' E$; distance 54 miles.

Monday, 31.—P.M.: Light breezes and cloudy weather; all possible sail set. Midnight: Light winds and overcast sky, with showers. Noon: Light winds and occasional squalls.

Wind, N.N.W.; course, N. $62^{\circ} E$; lat. by acct. $35^{\circ} 32'$; lat. by obs. $35^{\circ} 38' S$; lon. by acct. $16^{\circ} 11'$, lon. by obs. $16^{\circ} 10' E$; distance 145 miles.

Tuesday, April 1.—P.M.: Moderate winds and fine weather; steering for Cape Town, Table Bay, for medical assistance for the sailing-master, Mr. T. Calder, who had been suffering from illness for fifteen days. Midnight: Light airs and fine weather: at seven a.m. sighted Table Mountain, bearing E.N.E.; distant 40 miles; crew employed getting the anchors on the bows, and the cables bent. Noon: Light winds and variable.

Wind, N.N.W.; course, N. $45^{\circ} E$; lat. by acct. $34^{\circ} 21'$, lat. by obs. $34^{\circ} 27' S$, lon. by acct. $18^{\circ} 0'$; lon. by obs. $18^{\circ} 2' E$; distance 133 miles.

Wednesday, 2.—P.M.: Very light and variable airs, and hazy atmosphere; at eight p.m. Table Bay light, bore E. $\frac{1}{2}$ N., distant about 12 miles. Midnight, calm. Daylight, calm still continued. Noon, dense fog prevailed.

Becalmed off Table Mountain, Cape of Good Hope.

Thursday, 3.—Barometer, no observation recorded. P.M. Light airs and dense fog. We ran into Table Bay. Four p.m. we let go our anchor in five fathoms water, and veered out thirty fathoms of cable, furled sails and made every thing secure and snug: at 8h. p.m. set the anchor watch. At daylight set the crew to work pumping the water out of the tanks in order to lighten the vessel so that we could get to clean the bottom. We shipped the large mainboom and hung the best bower and kedge anchors at the end of it to careen the ship, and get at the weeds, grass, and barnacles. At anchor in Table Bay.

Friday, 4.—Barometer, no observation recorded: Light airs and calms throughout, the crew employed cleaning the vessel's bottom with scrapers and brooms lashed to long handles, painting the bulwarks and wales, and sundry other jobs. At six p.m., finished scraping and painting, when all hands turned to and filled six tons of water into the tanks. At anchor in Table Bay.

Saturday, 5.—Barometer, no observation recorded. Calm weather; unshipped our mainboom, lashed all spare spars, got in boats and prepared for sea. At noon the calm still continued. We got a mail bag on board for Sydney. At 2h. p.m., a light breeze sprung up from the S.E. We weighed anchor, made sail, and proceeded on our voyage to Australia.

Sailing-down Table Bay.

Sunday, 6.—Barometer, no observation recorded: P.M. moderate breeze from S.E., sailing out of Table Bay. Five p.m. it became very squally, and looked threatening. We took in the jib and unrigged the jibboom. Six p.m.: we experienced a heavy head sea, the vessel labouring much and shipping a deal of water on deck. At seven p.m. Green Point Light bore S. $\frac{1}{2}$ W., distant about ten miles. At midnight we had a strong S.E. breeze, Green Point

bearing East. Eight a.m., strong S.E. wind, tacked ship S.S.E. working out of Table Bay.

Latitude by observation $34^{\circ} 41' S.$, lon. $18^{\circ} 28' E.$

Monday, 7.—Barometer, no observation recorded. P.M.: Strong breezes from S.S.E., and cloudy weather. Two p.m. tacked ship to the S.W., Cape Hangkliss Light bearing E., distant ten miles. Six p.m., tacked to the S.E. At 8 p.m., the Cape of Good Hope Light bore E.N.E. At midnight the Cape Light bore N. $\frac{1}{2}$ E., tacked the ship to the southward. At 9 a.m., the wind becoming very variable, tacked again to the S.E. At noon moderate breeze and fine weather.

Winds, variable southerly; course S. $38^{\circ} E.$, lat. acct $34^{\circ} 57'$, lat. by obs. $34^{\circ} 56' S.$; lon by acct. $19^{\circ} 1'$, lon. by obs. $19^{\circ} 00' E.$, distance 45 miles.

Tuesday, 8.—P.M.: Light breezes and fine clear weather; unbent cables and stowed the anchors: rove new staysail halyards. At two p.m. tacked to the eastward; at eight p.m. tacked to the southward. At midnight the wind increased in heavy squalls, took in the jib and reefed the foresail; at four a.m. wind increased from S.E., attended by a very heavy head sea, the vessel pitching heavily, we took in jib-boom, and reefed the fore staysail.

Wind, S.E.; course S. $42^{\circ} 11' E.$, lat. by acct. $35^{\circ} 39'$, lat. by obs. $35^{\circ} 40' S.$; lon. by acct. $19^{\circ} 58'$, lon. by obs. $19^{\circ} 58' E.$; distance 64 miles.

Wednesday, 9.—P.M.: Strong S.E. wind, attended by heavy head sea; vessel labouring much, and shipping quantities of water on deck. At four p.m. the breeze increasing and barometer falling: close reefed the foresail and mainsail, and tacked to the eastward. Midnight, experienced very strong squally gales, accompanied by a tremendously heavy head sea; tacked ship to the southward.

Wind, S.E.; course S. $50^{\circ} E.$; lat. by acct. $36^{\circ} 3'$; lat. by obs. $36^{\circ} 2' S.$; lon. by acct. $20^{\circ} 40'$, lon. by obs. $20^{\circ} 40' E.$; distance 41 miles.

Thursday, 10.—P.M.: Decreasing gale and clear weather; but the sea still continued high and very wild. Set the whole mainsail and single reefed foresail. At four p.m. the sea fell a little, shook out one reef of staysail, and tacked to the eastward; at five p.m. the foresail split up the after leach, when we close reefed and re-set it. Midnight: we had a strong breeze and clear weather, tacked ship to the southward; at noon had strong S.E. winds.

Wind, S.E.; course S. $81^{\circ} 34' E.$; lat. by acct. $36^{\circ} 9'$, lat. by obs. $36^{\circ} 8' S.$; lon. by acct. $21^{\circ} 34'$, lon. by obs. $21^{\circ} 34' E.$; distance 44 miles.

Friday, 11.—P.M.: Decreasing S.E. winds and clear weather; crew employed repairing the foresail. At five p.m. completed and re-set it: at midnight we had a light breeze from W. At noon had moderate N.W. wind and cloudy weather.

Wind, E.b.S.; course S. $25^{\circ} 19' E.$; lat. by acct. $37^{\circ} 6'$, lat. by obs. $37^{\circ} 6' S.$; lon. by acct. $22^{\circ} 7'$, lon. by obs. $22^{\circ} 6' E.$; distance 64 miles.

Saturday, 12.—P.M.: Moderate breeze and fine weather; vessel under all possible canvas. At two p.m. the wind veered round S.W., and we trimmed sails accordingly. At four p.m. strong and violent squalls, accompanied by rain and a heavy beam sea; reefed the foresail and staysail. At midnight

we had strong squally southerly winds, At four a.m. the wind and squalls decreasing, we shook out the reefs and set all possible canvas.

Wind, variable, course N. 85° E.; lat. by acct. $36^{\circ} 55'$, lat. by obs. $36^{\circ} 57'$ S.; lon. by acct. $24^{\circ} 22'$ lon. by obs. $24^{\circ} 22'$ E.; distance 109 miles.

Sunday, 13.—Barometer, no observation recorded—P.M.: Moderate breezes and fine weather. Daylight, steady S. S. W. wind; rigged out jib-boom and set the jib. At noon we had a steady breeze, but the sky was overcast and cloudy.

Wind, S.W.; course S. $87^{\circ} 11'$ E.; lat. by acct. $37^{\circ} 4'$, lat. by obs. $37^{\circ} 2'$ S., lon. by acct. $27^{\circ} 33'$, lon. by obs. $27^{\circ} 33'$ E.; distance 153 miles.

Monday, 14.—P.M.: Moderate breezes and fine weather; vessel under all possible canvas. At six p.m. the weather looked dark and threatening. we took in the jib and unrigged the jib-boom; at eight p.m. light airs and dark cloudy weather. Midnight: Squalls and calms alternately. At four a.m. there was a flat calm and very heavy rain. Noon, a light breeze and a cloudy sky.

Wind, W.S.W.; course S. $88^{\circ} 26'$ E.; lat. by acct. $37^{\circ} 25'$, lat. by obs. $37^{\circ} 22'$ S.; lon. by acct. $30^{\circ} 45'$, lon. by obs. $30^{\circ} 45'$ E.; distance 155 miles.

Tuesday, 15.—P.M.: Light breezes and cloudy weather; some of the crew employed in repairing the staysail. At four p.m. the wind veered to the south, and we trimmed sails accordingly; at eight p.m. nearly calm. From midnight until noon a flat calm.

Wind, S.W.; course S. 87° E.; lat. by acct. $37^{\circ} 45'$, lat. by obs. $37^{\circ} 43'$ S.; lon. by acct. $32^{\circ} 14'$, lon. by obs. $32^{\circ} 10'$ E.; distance 71 miles.

Wednesday, 16.—P.M.: Light N.E. winds and fine weather; all possible sail set; the crew employed in putting new leather on the jaws of the gaffs, and at various other necessary work. At midnight strong and variable wind, accompanied by heavy showers. Six a.m. it became very squally, and we took in jib. Eight a.m. squalls increased in strength, the jib-halyard blocks gave up; we replaced them by new ones, and set a smaller jib. Noon, there was a strong squally wind.

Wind, N.E.; course S. 73° E.; lat. by acct. $28^{\circ} 25'$, lat. by obs. $38^{\circ} 29'$ S.; lon. by acct. $35^{\circ} 8'$, lon. by obs. $35^{\circ} 7'$ E.; distance 143 miles.

Thursday, 17.—P.M.: Strong breeze and clear weather; crew employed as required. At eight p.m. it became squally, and we single reefed the foresail. Midnight: the weather was moderate and clear, and we shook reef out of foresail; at noon there was a moderate N.E. wind and fine clear weather.

Wind, N.N.E.; course N. $81^{\circ} 34'$ E.; lat. by acct. $38^{\circ} 22'$, lat. by obs. $38^{\circ} 22'$ S.; lon. by acct. $38^{\circ} 19'$, lon. by obs. $38^{\circ} 19'$ E.; distance 151 miles.

Friday, 18.—P.M.: Moderate N.N.E. winds, and pleasant weather; crew employed drying spare sails. Midnight there was a strong and variable wind and we single reefed the foresail. Noon the breeze increased in heavy squalls.

Wind, N.N.E.; course S. 81° E.; lat. by acct. $38^{\circ} 49'$, lat. by obs. $38^{\circ} 52'$ S.; lon. by acct. $41^{\circ} 55'$, lon. by obs. $41^{\circ} 55'$ E.; distance 173 miles.

Saturday 19.—P.M.: Strong N.N.E., squally winds accompanied by rain.

Six p.m. took in the big jib and set a small one. Midnight there was moderate breezes and cloudy weather. At daylight the wind veering to the N.E. we trimmed sails accordingly. Noon, moderate N.E. winds.

Wind, N.N.E. to N.E.; course S. 86° E., lat. by acct. $39^{\circ} 3'$, lat. by obs. $39^{\circ} 3' S$, lon. by acct. $45^{\circ} 3'$, lon. by obs. $45^{\circ} E$; distance 148 miles.

Sunday, 20.—P.M.: Fresh N.E. breezes, accompanied by a heavy head sea, vessel carrying all possible canvas. We discovered that the block hook and bolt at foremast head were worn through: got a chain strap to masthead, and replaced the fore peak halyard block with the main; at noon moderate winds.

Wind, N.N.E.; course S. 87° E.; lat. by acct. $39^{\circ} 11'$, lat. by obs. $39^{\circ} 12' S$, lon. by acct. $49^{\circ} 43'$, long by obs. $49^{\circ} 43' E$; distance 173 miles.

Monday 21.—P.M. Fresh breezes and heavy squalls prevailed throughout these twenty-four hours.

Wind, N.N.E.; course E.; lat. by acct. $39^{\circ} 12'$, lat. by obs. $39^{\circ} 12' S$; lon. by acct. $52^{\circ} 14'$, lon. by obs. $52^{\circ} 14' E$; distance 164 miles.

Tuesday 22.—P.M. Strong breezes and cloudy weather, attended by heavy rain. Midnight, very strong winds, veering to the southward, attended by a heavy head sea; barometer falling: took in jib and unrigged the jib-boom. Four a.m. the wind increased, and there was much vivid lightning. Eight a.m. it blew a strong southerly gale, took in the foresail, close reefed the mainsail, and set the fore storm trysail, the vessel pitching and labouring heavily. Noon, it blew a very stiff gale, accompanied by a tremendous sea, which made a clean sweep over the vessel fore and aft, and forced us to batten down the fore hatch.

Wind, variable; course S. $78^{\circ} 45'$ S.; lat. by acct. $39^{\circ} 34'$ S.; lon. by acct. $54^{\circ} 45'$ E.; distance 120 miles.

Wednesday 23.—P.M. Strong gale accompanied by a raging sea; got a spare sail and lashed it over the main skylight, to prevent its being burst in by the heavy seas washing over us. Four p.m. the gale moderated, when we made sail, and ran her before it. Midnight, the gale kept moderating, and the sea falling, the wind veering more to the westward, we unbent the fore storm trysail, and set the foresail double reefed. Eight a.m. the wind hauling up N.W., and the sea abating we set all possible canvas. At noon we had a smart breeze.

Wind, very variable; course N. $84^{\circ} 32'$ E.; lat. by acct. $39^{\circ} 20'$, lat. by obs. $39^{\circ} 24' S$; lon. by acct. $57^{\circ} 56'$, lon. by obs. $57^{\circ} 56' E$; distance 149 miles.

Thursday 24.—P.M. Strong breezes rising up northerly. Eight p.m. we had squalls, and double-reefed the main and fore sails. Midnight the squalls increased in fury, accompanied by very heavy rain. Three a.m. the after leach of the foresail burst, and the sail split across to the middle; bent the fore storm trysail.

Wind, N. to S.W.; course N. $84^{\circ} 22'$ E.; lat. by acct. $39^{\circ} 5'$ S.; sun obscured, could not get observation; lon. by chron. $61^{\circ} 30' E$; distance 168 miles.

Friday, 25.—P.M. : Strong W.S.W. winds, with a heavy rolling sea ; carried the fore staysail sheet bolt away out of the deck. At four p.m. the wind moderated, and we set the whole mainsail. Midnight : Light airs and very variable. At four a.m. the wind hauled up to the N.W. Noon : Light variable winds.

Wind, W.S.W. to N.W. ; course, S. $81^{\circ} 34'$, E. ; lat. by acct. $39^{\circ} 19'$, lat. by obs. $39^{\circ} 20'$, S. ; lon. by acct. $63^{\circ} 30'$, E. ; distance 93 miles.

Saturday, 26.—P.M. : Light winds, accompanied by a very high and confused sea ; the vessel labouring heavily and rolling the wind out of the sails. Crew employed repairing the foresail. At four p.m. finished and re-set it : the fore-peak halyard block hook worn through ; replaced it with a new block. Midnight : Strong breeze. At two a.m. the wind died away suddenly, and it fell flat calm, the vessel rolling fearfully in the trough of the sea.

Wind, N.W. ; course, S. $87^{\circ} 11'$, E. ; lat. by acct. $39^{\circ} 25'$, lat. by obs. $39^{\circ} 28'$, S. ; lon. by acct. $65^{\circ} 50'$, lon. by acct. $65^{\circ} 50'$, E. ; distance 109 miles.

Sunday, 27.—P.M. : Moderate S.E. winds and fine weather, accompanied by a high and confused sea, the vessel rolling heavily and flapping the wind out of the sails. The crew employed fitting new shroud lanyards to the rigging. At four p.m. we tacked to the N.E. At eight p.m. the gale rose rapidly from the S.E., with very dark and threatening weather ; the barometer falling fast indicated plenty of dirt at hand ; we close reefed the fore and staysails. At midnight a tremendous gale burst upon us, accompanied by a most fearful head-sea ; we close reefed the mainsail, the vessel labouring heavily and filling the decks with water. At six a.m. we took in the foresail and set the fore storm try-sail. At eight a.m. a sea broke into the belly of the staysail, and split and shattered it to ribands ; hauled it down, and stowed away the fragments ; got the small jib set in its place ; hauled down and stowed the mainsail, and hove the vessel to. At noon the gale still continued with great fury, with terrific squalls, accompanied by torrents of rain. The vessel laboured very heavily, the sea making a clean breach over her fore and aft, and forcing its way to the cabins ; got up the spare sails, and lashed them over the companions and skylights, to break the force of the sea, and save them from being swept away ; one shroud of the rigging burst at the masthead ; got the mast secured with tackles to the best advantage ; the tiller broke short off about 14 inches from the rudder head ; the vessel fell off into the trough of the sea, the waves sweeping over in an unbroken sheet of water ; all hands worked like British seamen ; we soon got another tiller fitted, and shipped, and brought the vessel head to sea again.

Wind, S.E. ; course, N. 44° E. ; lat. by acct. $38^{\circ} 34'$, S., lat. by obs.—sun obscured, could not get an observation ; lon. by acct. $66^{\circ} 47'$ E., lat. by obs.—sun obscured ; distance 78 miles.

Monday 28.—P.M. wore ship to the N.E. At one p.m. the gale died away suddenly and it became calm ; the vessel rolling and straining fearfully, being under no command, the calm continued for twelve hours, the waves

rolling right over her. Midnight, light breeze alternating with squalls and heavy rain. Four a.m. there was a strong breeze from the south, attended by squalls, rain, and vivid lightning. Eight p.m., unbent the fragments of the fore staysail for repairs, and set the second jib, made all prudent sail: barometer steady at 29.5. Noon, strong breeze.

Wind, S.E. and variable; course S. $39^{\circ} 22'$ E.; lat. by acct. $39^{\circ} 21'$, lat. by obs. $39^{\circ} 21'$ S.; lon. by acct. $67^{\circ} 27'$ E.; distance 61 miles.

Tuesday 29.—P.M. Strong winds veering to W.S.W.; made all possible sail; sent the broken shroud of main rigging down, turned it end for end, and lashed it at the masthead; turned it in and secured it as before; crew employed afterwards in repairing the staysail. Midnight, wind moderate and variable. Noon, wind S.W.

Wind, S.W.; course N. $67^{\circ} 11'$ E.; lat. by acct. $39^{\circ} 10'$, lat. by obs. $39^{\circ} 12'$ S.; lon. by acct. $70^{\circ} 7'$, lon. by obs. $70^{\circ} 7'$ E., distance 117 miles.

Wednesday 30.—P.M. Strong breezes and cloudy weather; a very high and confused sea. Made all possible sail on the vessel; the crew employed repairing the damaged fore staysail. Midnight there was a strong W.S.W. wind blowing in squalls, attended by heavy rain, the yacht at times shipping heavy seas. Noon there was a strong breeze and cloudy weather, with very high sea running.

Wind, W.S.W.; course N. 84° E.; lat. by acct. $38^{\circ} 54'$, lat. by obs. $38^{\circ} 52'$ S.; lon. by acct. $73^{\circ} 55'$, lon. by obs. $73^{\circ} 55' 30''$ E.; distance 179 miles.

Thursday, May 1.—P.M.: Moderate S.W. winds and fine weather; crew employed repairing fore staysail. Four p.m. gybed ship, wind very variable and blowing in squalls, accompanied by heavy rain. Midnight, nearly calm, with heavy sea running. Noon, light airs from the west, the vessel rolling the wind out of her sails.

Wind variable; course S. $84^{\circ} 11'$ E.; lat. by acct. $39^{\circ} 1'$, lat. by obs. $39^{\circ} 00'$ S.; lon. by acct. $75^{\circ} 48'$, lon. by obs. $75^{\circ} 48'$ E.; distance 87 miles.

Friday 2.—P.M.: Light westerly winds; set the fore trysail as a squaresail. Eight p.m. the wind increasing, with every appearance of threatening weather. Ten p.m. there was a S.W. wind blowing in strong squalls, accompanied by rain and vivid flashes of chain lightning: the barometer falling. Midnight close-reefed the main and staysails, hauled down and stowed the foresail, and set the fore storm trysail. Seven a.m. sighted the Island of St. Paul's, in the Indian Ocean, bearing E., distant about fifteen miles. The wind south-easterly, we kept away, and ran on the north side of the island. Ten a.m. the island bore S.W. Eleven a.m. we experienced some heavy squalls, and there was a weighty sea on. We ran due north until noon, and found our chronometer to be very correct.

Wind S. and E.; course N. $78^{\circ} 45'$ E.; lat. by acct. $38^{\circ} 40'$ S.; lon. by acct. $79^{\circ} 2'$ E.; distance 106 miles.

Saturday 3.—P.M.: Strong S.S.E. winds and hazy weather, with much rain. Took in the fore staysail, and set the small jib in its place. Midnight, very heavy squalls attended by rain, with calms in the intervals; a weighty sea running, the ship rolling heavily, and shipping much water on deck. At noon hard squalls and variable wind.

Wind S.S.E.; course E.b.N. $\frac{1}{2}$ N.; lat. by acct. $38^{\circ} 6'$, lat. by obs. $38^{\circ} 8'$ S. lon. by acct. $79^{\circ} 57'$, lon. by obs. $79^{\circ} 57'$ E.; distance 84 miles.

Sunday 4.—P.M.: Light winds alternating with heavy squalls, accompanied by rain. At seven p.m. calm; at eight p.m. light airs. Midnight, strong winds and cloudy weather, attended by heavy rain; at one a.m. the fore staysail split up the after leach, hauled down and stowed it, setting the small jib in its place. Eight a.m. there was a strong squally southerly wind, which continued until noon.

Wind S.S.E. to S.; course E.; lat. by acct. $38^{\circ} 00'$ S.; lon. by acct. $81^{\circ} 20'$ lon. by chron. $81^{\circ} 30'$ E.; distance 71 miles.

Monday, 5.—P.M.: Strong southerly winds and squally weather, accompanied by very heavy head sea. At four p.m. the breeze moderated. At midnight it blew in strong and wicked squalls, accompanied by torrents of rain. Eight a.m., the weather moderating, we unbent the fore staysail for repairs. Noon we had a strong breeze.

Wind, S.S.W.; course, E.; lat. by acct. $37^{\circ} 59'$, lat. by obs. $37^{\circ} 59'$, S.; lon. by acct. $84^{\circ} 44'$, lon. by obs. $84^{\circ} 44'$, E.; distance 144 miles.

Tuesday, 6.—P.M.: Strong squally winds, accompanied by heavy showers; the crew employed repairing the fore staysail. Midnight strong breezes and squalls. At eight a.m., the wind veering W.S.W., we set the trysail for a square sail. Noon, moderate winds.

Wind, variable to W.S.W.; course, E.; lat. by acct. $37^{\circ} 59'$, lat. by obs. $37^{\circ} 59'$, S.; lon. by acct. $88^{\circ} 9'$, lon. by obs. $88^{\circ} 9'$, E.; distance 162 miles.

Wednesday, 7.—P.M.: Moderate winds and fine clear weather: crew employed repairing fore staysail, and making a strap for foresheets. At eight p.m. the wind headed us, and we took in our jury squaresail. Midnight, winds and overcast sky, accompanied by gentle showers. At four a.m. the wind hauled up westerly, and we jibed ship. Noon, winds variable.

Wind, W.; course, S. 80° E.; lat. by acct. $38^{\circ} 22'$, lat. by obs. $38^{\circ} 23'$, S.; lon. by acct. $90^{\circ} 55'$, lon. by obs. $90^{\circ} 55'$, E.; distance 130 miles.

Thursday, 8.—P.M.: Fresh breezes from W., attended by thick weather and drizzling rain; set the squaresail; the crew employed repairing the fore staysail. At midnight gybed ship, and trimmed sails accordingly. Noon, strong S.W. winds.

Wind, variable; course, S. $84^{\circ} 22'$, E.; lat. by acct. $38^{\circ} 35'$, lat. by obs. $38^{\circ} 34'$, S.; lon. by acct. $98^{\circ} 43'$, lon. by obs. $98^{\circ} 43'$, E., distance 133 miles.

Friday, 9.—P.M.: Decreasing and variable winds. Crew finished repairing, and bent the fore staysail; then employed in making and fitting fore-sheets out of the balloon jib-sheets, the former ones being worn out. It fell calm from four until eleven p.m. At midnight there was light freshening air from the northward. Noon, moderate northerly winds.

Wind, S.W. to N.W.; course, S. $84^{\circ} 22'$, E.; lat. by acct. $38^{\circ} 47'$, lat. by obs. $38^{\circ} 47'$, S.; lon. by acct. $96^{\circ} 00'$, lon. by obs. $96^{\circ} 00'$, E.; distance 107 miles.

Saturday, 10.—P.M.: Strong breeze and overcast sky, heavy squalls and

rain at intervals, vessel under all possible canvas, crew employed scraping the life-boat outside. At four p.m. the wind became variable, and we took in the square sail. At six p.m. there were sharp and heavy rain squalls, the wind flying suddenly round to the S.W. We gybed the ship and took in our jib. Midnight strong winds and treacherous squalls. Daylight set the jib again. Noon strong winds.

Wind N.N.E. to S.W.; course S. $84^{\circ} 22'$ E.; lat. by acct. $39^{\circ} 1'$, lat. by obs. $39^{\circ} 4'$ S.; lon. by acct. 99° , lon. by obs. $99^{\circ} 2'$ E.; distance 142 miles.

Sunday 11.—P.M.: Strong breeze from N.N.W., with heavy squalls at intervals. Crew employed scraping life-boat. Six p.m. the wind veered to the S.W., when we gybed ship. Midnight there were fresh breezes and an overcast sky. Noon, strong, squally N.W. winds.

Wind, very variable from N.N.W. to S.W.; course S. 82° E.; lat. by acct. $39^{\circ} 24'$, lat. by obs. $39^{\circ} 25'$ S.; lon. by acct. $102^{\circ} 10'$, lon. by obs. $102^{\circ} 10'$ E.; distance 135 miles.

Monday 12.—P.M.: Fresh breezes and squally, all possible sail set. Six p.m. wind veered to the south, when we took in the jib and gybed ship. At midnight fresh breezes and squally. When daylight broke there was less wind, and we set the jib and square sail. The same winds and weather continued until noon.

Wind N.W. to S.W.; course $84^{\circ} 22'$ E.; lat. by acct. $39^{\circ} 41'$, lat. by obs. $39^{\circ} 38'$ S.; lon. by acct. $105^{\circ} 48'$, lon. by obs. $105^{\circ} 45'$ E.; distance 168 miles.

Tuesday 13.—P.M.: Moderate breezes and cloudy sky; crew employed scraping the life-boat outside. At ten p.m. heavy squalls prevailed, when we took in the jib. Midnight, the winds were light and variable, and we set the jib again; light S.S.E. winds continued until noon.

Wind S.S.E.; course N. $78^{\circ} 45'$ E.; lat. by acct. $39^{\circ} 21'$, lat. by obs. $39^{\circ} 22'$ S.; lon. by acct. $107^{\circ} 40'$, lon. by obs. $107^{\circ} 40'$ E.; distance 89 miles.

Wednesday 14.—P.M.: Light breezes and fine clear weather, tacked ship to the S.E.; crew employed scraping and varnishing the gig. Midnight, a fresh easterly wind prevailed, accompanied by a heavy head sea: reefed the foresail and staysail, and tacked ship to the northward. Noon, strong easterly wind continued.

Wind E.; course S. $61^{\circ} 41'$ E.; lat. by acct. $39^{\circ} 49'$, lat. by obs. $39^{\circ} 50'$ S.; lon. by acct. $108^{\circ} 56'$, lon. by obs. $108^{\circ} 57'$ E.; distance 65 miles.

Thursday 15.—P.M.: Strong N.N.E. winds and fine clear weather; we tacked ship E.b.S., pitching very heavily. Midnight, the fore staysail split up the middle; hauled down and stowed it, setting the small jib in its place. Eight a.m. very strong breeze. Throughout these twenty-four hours we had to contend against a tremendous head sea.

Wind N.E. to N.; course S. $84^{\circ} 22'$ E.; lat. by acct. $39^{\circ} 56'$, lat. by obs. $39^{\circ} 54'$ S.; lon. by acct. $110^{\circ} 30'$, lon. by obs. $110^{\circ} 30'$ E.; distance 73 miles.

Friday 16.—P.M.: Strong E.N.E. winds, accompanied by a rolling confused head sea, which caused the vessel to labour very heavily and ship

quantities of water on deck. Six p.m. stowed the foresail and set the fore storm trysail. Midnight there were light and partial calms, the sea still running very high, and causing the yacht to roll and pitch fearfully; the weather at the same time assumed a most threatening appearance. Noon there was a light air from E.N.E.

Wind E.N.E.; course S. $35^{\circ} 45'$ E; lat. by acct. $40^{\circ} 38'$, lat. by obs. $40^{\circ} 39'$ S.; lon. by acct. $111^{\circ} 7'$, lon. by obs. $111^{\circ} 8'$ E.; distance 51 miles.

Saturday 17.—P.M.: Light airs and calms, the sea still rolling very heavily; crew employed repairing fore staysail. At eight p.m. there being a very dark and threatening sky, we double reefed the foresail and staysail. At ten p.m.; we had a moderate breeze from S., shook out reefs, and set all possible sail. Noon, a strong breeze.

Wind N. to S.S.W.; course N. $78^{\circ} 45'$ E.; lat. by acct. $40^{\circ} 22'$, lat. by obs. $40^{\circ} 24'$ S.; lon. by acct. $113^{\circ} 0'$, lon. by obs. $113^{\circ} 0'$ E.; distance 90 miles.

Sunday 18.—P.M. Fresh S.S.W. winds accompanied by heavy squalls and rain. Midnight it rather moderated. Four a.m. light and fitful squalls; we rigged out the jib-boom, and set the jib. Noon, moderate S.S.W. winds.

Wind S.S.W.; course N. $84^{\circ} 22'$ E.; lat. by acct. $40^{\circ} 9'$, lat. by obs. $40^{\circ} 10'$ S.; lon. by acct. $116^{\circ} 9'$, lon. by obs. $116^{\circ} 9'$ E.; distance 143 miles.

Monday 19.—P.M.: Light S.W. winds. Eight p.m. the sky became overcast, and there was every appearance of bad weather; we took in the jib, and unrigged the jib-boom. Midnight there was a freshening breeze, with heavy squalls and much rain. At eight a.m. the wind hauled up N.N.E.; with heavy sea: at 9 a.m. in a furious squall, the foot rope of the fore staysail burst, and the sail split up the middle. Noon, similar weather.

Wind S.W. to N.; course N. $73^{\circ} 7'$ E.; lat. by acct. $39^{\circ} 43'$, lat. by obs. $39^{\circ} 44'$ S.; lon. by acct. $118^{\circ} 3'$, lon. by obs. $118^{\circ} 3'$ E.; distance 91 miles.

Tuesday 20.—P.M.: Very strong breeze accompanied by a heavy head sea, the vessel shipping quantities of water on deck. At two p.m. the wind increased rapidly in violence, and the barometer fell very low; we close reefed the mainsail, hauled down and stowed the foresail, bent and set the fore storm trysail. At four p.m. the wind suddenly died away. At eight p.m. we had light and variable airs. Midnight, we set the foresail and jib. At eight a.m. the weather re-assumed its dark and threatening aspect, so we took in the jib, stowed the foresail, and set the fore storm trysail.

Wind, very variable; course, S. $73^{\circ} 7'$ E.; lat. by acct. $40^{\circ} 9'$, lat. by obs. $40^{\circ} 10'$ S.; lon. by acct. $120^{\circ} 4'$, lon. by obs. $120^{\circ} 4'$ E.; distance 97 miles.

Wednesday 21.—P.M.: Strong westerly gales, accompanied by tremendous squalls and heavy rain; barometer low; we saw we were in for a regular dusting, but the Sydney girls' voices were ringing in our ears, and we determined to carry our gallant little ship through it like an ocean racer, as she is; we close-reefed the mainsail, and she went along like smoke. Eight p.m. very wicked squalls, accompanied by heavy rain and hail. Four a.m. the wind veered suddenly to the W.S.W., when we gybed ship and set our close-reefed foresail; the same description of weather continued until noon.

Wind, W. to W.S.W.; course, N. $81^{\circ} 34'$, E.; lat. by acct. $39^{\circ} 48'$, lat. by obs. $39^{\circ} 50'$, S.; lon. by acct. $123^{\circ} 35'$, lon. by obs. $123^{\circ} 36'$, E.; distance 163 miles.

Thursday, 22.—P.M.: Strong gale, attended by a very heavy sea; vessel running under close reefed sails. Six p.m. a tremendous sea burst over the taffrail and swept right over the bow, filling the deck fore and aft with water square with the bulwark rail, the sea forcing its way into the cabins and forecastle, and through every imaginable crevice. For a moment our brave little ship fairly staggered under it, but shaking herself clear she rose over the next sea buoyant as a nautilus. At midnight the weather moderated, but the sea still kept very high; the same weather continued until noon, the sea rather decreasing.

Winds, W. to S.W.; course, N. $81^{\circ} 34'$, E.; lat. by acct. $39^{\circ} 38'$, lat. by obs. $39^{\circ} 40'$, S.; lon. by acct. $126^{\circ} 58'$, lon. by obs. $126^{\circ} 58'$, E.; distance 156 miles.

Friday 23.—P.M.: Moderate breezes and fine clear weather; set all possible canvas. Eight p.m. the wind was light, but the sea began rising again. Eleven p.m. we gybed ship. At midnight the wind freshened fast from W.N.W., the barometer at 29.5: we close-reefed all plain lower canvas. Four a.m. it commenced blowing a gale from S.W., attended by wicked squalls and heavy hail showers. Noon it blew a very strong gale; exchanged signals with a large bark rigged steamer steering to the eastward, supposed to be the Gothenburgh, bound for Melbourne.

Wind, W.N.W. to S.W.; course, N. $84^{\circ} 22'$, E.; lat. by acct. $39^{\circ} 25'$, lat. by obs. $39^{\circ} 26'$ S.; lon. by acct. $129^{\circ} 51'$, lon. by obs. $129^{\circ} 51'$, E.; distance 135 miles.

Saturday 24.—P.M.: Very strong gales and cloudy overcast sky; plenty of dirt brewing for us, and no mistake. One p.m., heavy rain and hail squalls set in. Eight p.m. the wind veered to the southward, and we experienced a tremendous beam sea. Nine p.m. a heavy sea broke on board, smashing three of the bulwark stanchions, and carrying away the bulwarks on the starboard bow; put the helm up, and ran the vessel before wind and sea. Midnight a fearful sea rolled over the taffrail and pooped us, starting the bulwarks on the port side, and carrying away the gangway port lid; our poor little barkie was this time completely overpowered; she lay over on her beam ends; the main rigging on the starboard side was all carried away, and for a moment we thought the weight of the sea would master us; however, we worked away with brave hearts and willing hands, for we were bound to take the Chance to Sydney, and there she should go. At daylight we got the mainmast secured by shackles, and got the shrouds repaired and set up again. Eleven a.m. another giant sea came rolling over the taffrail, and overpowered our brave little ship so much that it was half an hour before she recovered herself; we attended the pumps unceasingly, as the water was forcing its way in torrents through skylight, companions, and every possible nook on deck; we had the fore hatch securely battened down. At noon, a strong gale continued.

Winds, S.W.; course, E.N.E.; lat. by acct. $39^{\circ} 29'$, lat. by obs. $39^{\circ} 30'$, S.; lon. by acct. $132^{\circ} 49'$, lon. by obs. $132^{\circ} 50'$, E.; distance 150 miles.

Sunday, 25.—P.M.: The gale gradually decreased, the wind veering more to the south. Two p.m. we set the mainsail, took in the foresail, and set the fore storm trysail; the vessel labouring very heavily, and the sea breaking over her fore and aft. Midnight the gale again increased, accompanied by violent rain squalls. Four a.m. the same weather continued, with a tremendously high and confused sea. Eight a.m. we took in the storm trysail, and set the close-reefed foresail. Noon, strong gale, with still a very heavy sea on.

Wind, S.; course, S. $84^{\circ} 22'$, E.; lat. by acct. $38^{\circ} 38'$, lat. by obs. $38^{\circ} 38'$, S.; lon. by acct. $135^{\circ} 47'$, lon. by obs. $135^{\circ} 48'$, E.; distance 101 miles.

Monday, 26.—P.M.: The gale moderated, but the sea continued very high, and still breaking over the vessel fore and aft; this weather continued until daylight. Noon we had heavy squalls, accompanied by rain.

Wind, S.; course, S. $70^{\circ} 19'$, E.; lat. by acct. $39^{\circ} 16'$, lat. by obs. $39^{\circ} 18'$, S.; lon. by acct. $138^{\circ} 8'$, lon. by obs. $138^{\circ} 8'$, E.; distance 116 miles.

Tuesday 27.—P.M. The wind moderated considerably, but heavy squalls were frequent, accompanied by rain: crew employed repairing the fore staysail. Midnight strong squally winds, and much rain. Five a.m. the vessel was rolling heavily, when one of the main shrouds burst at the mast head; we got a chain aloft, lashed and secured it for a jury shroud. Eight a.m. strong winds. Noon moderate.

Wind, S.; course, S. $76^{\circ} 56'$, E.; lat. by acct. $39^{\circ} 49'$, lat. by obs. $39^{\circ} 50'$, S.; lon. by acct. $141^{\circ} 1'$, lon. by obs. $141^{\circ} 00'$, E.; distance 139 miles.

Wednesday, 28.—P.M.: Moderate breezes from the south; we set all possible canvas. Midnight the wind hauled up south-easterly, accompanied by torrents of rain; this weather continued until noon; we bent the fore staysail after completing its repairs.

Wind S. to S.E.; course N. $75^{\circ} 7'$, E.; lat. by acct. $39^{\circ} 29'$, lat. by obs. $39^{\circ} 27'$, S.; lon. by acct. $142^{\circ} 40'$, lon. by obs. $142^{\circ} 40'$, E.; distance 80 miles.

Thursday, 29.—P.M.: Moderate wind from E.S.E., with occasional squalls. Five p.m. the welcome cry of "Land Ho!" was hailed with three hearty cheers; we made it to be Cape Otway. Nine p.m. sighted King Island Light, at the entrance of Bass's Straits, bearing E. by S. $\frac{1}{2}$ S.; distant about fifteen miles. Midnight the light bore S.E. $\frac{1}{2}$ S. Four a.m. it bore S.W.; we set all possible canvas. Noon we had moderate S.S.W. winds.

Wind, E.S.E. to S.S.W.; course, E. $\frac{1}{2}$ S.; lat. by acct. $39^{\circ} 35'$, lat. by obs. $39^{\circ} 36'$, S.; lon. by acct. $145^{\circ} 12'$, lon. by obs. $145^{\circ} 13'$, E.; distance 120 miles.

Friday, 28.—P.M.: Moderate winds, and fine clear weather; the crew employed scraping and varnishing skylights and deck work. Four p.m. got the anchors on the bows and bent the cables. Midnight moderate S.S.W. winds and overcast sky: at 2.30 a.m. we sighted the light on Deal Island, bearing N.E. about twenty miles; hauled up on our course, and passed between Deal and Curtis Islands. Noon we shaped our course for Cape Howe.

Wind, S.S. W. to W.; course, N. 73° E.; lat. by acct. $39^{\circ} 7'$, lat. by obs. $39^{\circ} 7'$, S.; lon. by acct. $147^{\circ} 5'$, lon. by obs. $147^{\circ} 5'$, E.; distance 92 miles.

Saturday, 31.—P.M.: Moderate northerly winds and fine weather; crew employed scraping rails and copal varnishing the boats, skylights and companions, and making everything look smart for our advent at Sydney. Eight p.m. we experienced a heavy head sea, and took in our jib. Midnight the weather was moderate, and the sky cloudy and overcast, with the wind very variable. At daylight we got the wind westerly, and piled up the canvas cheerily on our good little ship. Eight a.m. the weather was moderate, with variable winds. Ten a.m. we tacked to the northward.

Wind, variable; course, N. $84^{\circ} 22'$, E.; lat. by acct. $39^{\circ} 00'$, lat. by obs. $39^{\circ} 2'$, S.; lon. by acct. $149^{\circ} 21'$, lon. by obs. $149^{\circ} 22'$, E.; distance 96 miles.

Sunday, June, 1.—P.M.: Moderate breeze and fine weather: crew employed washing the paint work with fresh water and soft soap. Four p.m. another of the main shrouds broke short by the splice, making the fourth, or, in fact, having carried away the whole of our main rigging since we left England. We turned it in and set it up again. Ten p.m. we got a light air from the westward. Midnight it fell calm, and we had occasional variable flaws of wind that lasted until noon.

Wind, variable; course, N. 54° E.; lat. by acct. $38^{\circ} 44'$, lat. by obs. $38^{\circ} 2'$, S.; lon. by acct. $149^{\circ} 50'$, lon. by obs. $149^{\circ} 50'$, E.; distance 27 miles.

Monday 2.—P.M.: Freshening westerly winds and cloudy sky; vessel under all possible canvas. Seven p.m. it was very squally, with rain, the wind veering to the south; took in the jib. Ten p.m. we sighted Gabo Island Light, bearing N.N.W., distant twelve miles. Midnight the breeze freshened from S.S.W. Two a.m. we last saw Gabo Island Light, bearing S.W. From four a.m. until noon we experienced strong S.S.W. winds.

Wind, W. to S.W.; course, N. $19^{\circ} 41'$, E.; lat. by acct. $36^{\circ} 21'$, lat. by obs. $36^{\circ} 21'$, S.; lon. by acct. $150^{\circ} 47'$, lon. by chron. $150^{\circ} 45'$, E.; distance 152 miles.

Tuesday, 3.—P.M.: Strong S.W. winds and fine weather; crew employed scraping topmast, masts, booms, &c. At 9.30 p.m. Cape St. George Lights bore by compass N.W., distant twelve miles. Midnight we had strong S.W. winds and heavy squalls, Cape St. George Lights bearing S.W. by W. $\frac{1}{2}$ W., distant fourteen miles. Eight a.m. we sent up our main topmast and rigged out jib-boom. Noon, the pilot boarded us, and took charge up the Bay. Three p.m. we let go our anchors in Sydney Cove. We got our boats out, furled sails, cleared up the decks, made everything ship-shape and Bristol fashion, set the anchor watch for the night, and thus ends the log of the Chance's cruise from the Isle of Wight to Australia in 141 days.

Wind, W.S.W.; course north.

(Signed) THOMAS CALDER, *Sailing Master,*

In charge of schooner yacht Chance, on a voyage from Cowes to Sydney, N.S.W.

Editor's Locker.

ON SHIFTING BALLAST.

January 3rd, 1863.

DEAR SIR.—For a number of years articles have constantly been met with, both in your pages and in those of *Bell's Life*, on the abuse of, and laws against, Shifting Ballast in racing yachts.

At the commencement of last season, my opinion in favor of the suppression of the evil by every means in the power of Yacht Clubs and Regatta Committees was as strong as that of any of the writers of the articles alluded to, but the experiences I have met with in last summer's racing have considerably modified my views on this question. I still think it highly desirable to abolish such a practice in a theoretical point of view, but the difficulties attendant on any such attempt appear to me so insurmountable, that the cure would be about as bad as the disease; and when I say the cure, I mean the plan (mentioned I think in your Magazine,) of putting a spy on board each competing yacht, as I am convinced that is the only effectual means of gaining the desired end. Any one can picture to himself the pleasant time he would have in this *preventive service*, without taking into account the improbability of any gentleman volunteering for such a purpose.

Apart from the spy system, the means usually employed to prevent shifting ballast are, sealing down lockers, or taking a declaration, either written or oral from the owner or member in charge of each yacht, that no ballast or dead weight has been shifted or trimmed during the race. Having premised thus far, I shall now show how my experience goes to prove the utter inefficacy of either of the last named plans.

Being the owner of a small racing yacht, I took her early last season to a regatta at some distance from the port I hail from, to contest one of the races. On the morning of the eventful day we were boarded by two gentlemen appointed by the club, who sealed down my cabin sofas, after seeing that they were full of shot bags. The race was run, and I was beaten by a boat of half the tonnage of mine, and much as I was disappointed, I came home, consoling myself (as is usual in such cases) by putting the blame on the pilot, or the tide, or what not. Imagine my disgust, when a month afterwards I met the owner of one of the yachts which had contended against me in that race, who asserted that the owner of the winning boat had told him that during the said race, *he had shifted two tons of shot*.

So much for the sealing down of lockers! Again, at another place I raced against a lot of clippers, the plan for the prevention of shifting of ballast being a written declaration. On this occasion I had the good fortune to win, but had I not won, the yacht which would have gained the prize would not have won it honestly, as I learned the same evening from one of my men who had been ashore, that, he had met the pilot of the yacht which ran second,

who (not being interested in the fair fame of the owner,) was amusing a circle of yachtsmen by the graphic manner in which he described how he "*tossed the shot bags about.*"

The object which the advocates of non-shifting ballast have in view, is to place all yachts on an equality, and this would no doubt be the result if all yacht owners were honest; but such, I am compelled to say is not the case; on the contrary, it puts the man who would sail his vessel in good faith, at a manifest disadvantage.

The moral which I would draw from all this is, if you can't make all yachts equal by preventing shifting ballast, make them all equal by sanctioning it; what is really evil in the practice would soon cure itself, as no man would build a yacht for racing which could not carry her canvas without the aid of shot bags.

Yours, &c.,

To the Editor H.Y.M.

SEA-WEED.

ON HARBOUR AND OTHER DUES.

— on the Clyde, January 6th, 1863.

DEAR SIR.—I observe in this month's (January) Number of the *Yachting Magazine*, that the Royal London Yacht Club is making a movement with reference to the Ramsgate Harbour dues, for which I am sure it will receive the thanks of the yachting community. There is a grievance of a like description in this neighbourhood, tho' of a minor kind, I refer to a charge at Largs of sixpence for landing in a small boat, which altho' trifling, is annoying, if one happens merely to wish to post a letter, or purchase a newspaper, more especially as it is the only place in the west of Scotland, so far as I am aware that such charge is made on yachts.

I remember one of the earliest times I had to pay the sixpence was one day when sailing under the lee of the Cumbray, I observed a stranger gentleman in a small fishing boat making signals that he wished to speak, I accordingly ran up on the wind and came alongside, when he shewed me his hand streaming with blood, from a large hook which had accidentally passed through the fleshy part between the forefinger and thumb; he had only a boy with him in the boat, and could not extract the hook or row home. I at once got him on board with me, cut off the snood and endeavoured to pass the hook through the reverse way of the barb, but could not accomplish it, therefore as the wind was fair I stood down upon Largs, and landed the gentleman, who at once went to Dr. Campbell there, from whom I was happy to learn afterwards that the hook had been got out satisfactorily. However I was pounced upon by the harbour-master, and altho' I explained the sole reason of my being at Largs, he would make no exception, so I had to pay the sixpence.

At the Crinan Canal also the charges for *yachts* are twopence per ton per mile for sailing vessels, and threepence per ton per mile for steamers:—the draught of water is about nine feet, and the length of the canal nine miles.

Ordinary trading vessels are charged scarcely one-half, but all under 18 tons register, that is, about 25 tons o.m., pay as if they were 18 tons.

The Collector applies this rule to yachts also, altho' it appears to me that he is not so authorised by the rules.

I have not been through the Canal since 1861, but I must say that I invariably experienced the utmost civility from the officials, and if one could always pass through the locks without another boat taking the same water, perhaps even the full charge is not very high, altho' it certainly causes some yachts to go round the Mull of Cantyre in preference.

Yours truly,

To the Editor H.Y.M.

X.Y.Z.

FINE ART.

THE AVALON cutter, 38 tons, James Goodson, Esq.,—A most striking likeness of this vessel has just been issued from the pencil of the celebrated Mr. Dutton. She is represented in the act of passing St. Margaret's, Dover, and winning the Lord Warden's cup in 1854. This is an exceeding good picture, and we think her worthy owner and his friends will be much gratified with the production.

Mr. Josiah Taylor has lately produced the following, which are worthy of a place in the yacht cabin:—

1.—THE MARINA cutter, 62 tons, J. C. Morice, Esq., when in collision with club steamer, at the Nore, in the R.T.Y.C. match May, 1862. This is a very faithful representation of that extraordinary incident.

2.—THE ATALANTA cutter, 27 tons, N. Arnold, Esq., winning the £30 cup at Dunoon in 1861. This is a very pretty picture.

REGATTAS.

June 26 and 27,—Royal Mersey Yacht Club.

Eastern Coast.—At a late meeting of the Royal London Yacht Club, James Goodson, Esq., stated that there would be regattas held at Walton-on-the-Naze, Harwich, Lowestoft, and Yarmouth. This information from so influential a source is very gratifying as we may anticipate the liberal support of the Great Eastern Railway Company, whose excellent facilities will afford to travellers a chance to attend each regatta without loss of time. But in order to ensure a good attendance of yachts, it will be imperative on the Committees at Harwich, Lowestoft, and Yarmouth, to make arrangements that the regattas may follow as we have placed them, with only a few days interval between each. By this means the yachts will be kept on the coast, and each town will have a great influx of company.

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HUNT'S

YACHTING MAGAZINE.

MARCH, 1863.

THE FORTHCOMING SEASON.

PREPARATIONS are now being actively carried on in our various dock-yards to meet the calls of yachtsmen in the glorious month of May,—new vessels nearly completed, old ones repaired, coppered, rigging set up, canvas overhauled, and everything made ship-shape and “Bristol fashion.” Measures are also discussed and proposed to afford an equal chance to our racing craft in the various matches. In a previous number we inserted a letter on that obnoxious bugbear “Shifting Ballast;” this appears to have opened the subject afresh, and various suggestions have emanated from the pens of yachting men; but scarcely any two of which agree as to the method of obviating this evil which has been so long felt by owners of racing craft, and is in one respect to be regretted they do not feel it more grievously, for they are alone to blame for its long continuance,—it is them, and them only, that should take the initiative.

Great expectations were formed that something would be done at the close of the season, when the different influential yacht owners arrived in London to witness the Exhibition; and it was stated that the Royal Thames Yacht Club Members had offered the use of their house to meet in, and to assist in framing a code of rules that would meet all emergencies during the regatta seasons. But that time has passed away and no progress made in this desirable work. It is a sad reproach that

what is universally admitted to be requisite for the well-being of the Pleasure Navy should, through the supineness of its members, be permitted to continue year after year.

One of our greatest yachting authorities says :—"The great want now existing, and severely felt, is that of a universally recognised code of rules and regulations for sailing and regatta purposes that every Royal Yacht Club might adopt, and yacht owners be guided by. Materials exist in plenty to frame this code, all they require is to be put in such form and shape as quiet consideration and practical sagacity would suggest, and very few of our leading yachtsmen could speedily effect this if they were brought together. The admeasurement for tonnage, the division into classes of both schooners and cutters, the allowance for time for difference of tonnage, the rules for sailing matches, the regulation of the wages and conditions of employment of the men, the payments to extra hands and pilots in sailing matches, the nature of, and conditions under which prizes should be sailed for, the definition of the privileges granted to yachtsmen by home and foreign powers, might fairly occupy the attention and require the legislation of such a conference, and if to these be added the formation of a fund for the reward of long service, provision for accidents, and pensions to the superannuated or disabled, or the widows and orphans of nearly 4,000 seamen now annually employed, a great good would be accomplished, and the fine pastime of our country would be created into a permanent institution worthy of the position it has now assumed.

"One of the principal subjects for such a conference of yachtsmen to devote a considerable amount of attention to would be that of 'shifting ballast.' This at present is the moot subject which much distracts and perplexes those who have the management of our regattas, and what is, if possible, more important, tends to a perpetual source of annoyance and contention among yachtsmen themselves. How often do we hear men say, 'Oh! I will go in for a couple of seasons' racing, and then get a good, comfortable cruiser.' The question may be asked, 'You have a noble vessel now, why seek a better?' 'Very true; but I must cut her spars, reduce her canvas, and get rid of my shot bags, and if I do I shall cripple her, and after all she will not make me a comfortable cruiser. Such are the opinions engendered by shot bags, they are the great drawback to the attainment of that perfection we labour for now, and are the fruitful source of numberless evils, that tend to embarrass the noble sport that England peculiarly claims as her own. A fine racing clipper is turned off the stocks now-a-day, everything that money and skill can do is done to render her perfect: she is turned out, generally, like

floating palace of comfort, or, perhaps, rather more plainly, for the express purpose of racing. She is fitted with a leaden keel, lead ballast is cast to fit her bottom, and all that can conduce to her comfort, stability, and speed. All this is perfectly legitimate, and did it go no further we should arrive at the cruiser and racer combined; but then we think she may carry a foot or two of additional mast and boom, and a few extra yards of racing canvas, and to enable her to stand up to this last straw that breaks the camel's back, artificial stability is brought to bear, and from three to seven or eight tons of shot bags are introduced. The moment this occurs, farewell to the comfort of a cruiser in that vessel; the moveable fittings of her saloons and cabins have to be removed for every match she is engaged in; the fixtures stand a fair chance of being knocked in mortal smash by the stray shot bags sent flying over to windward in the heat of a race, and at the end of a season the owner may at leisure, though not perhaps with satisfaction, contemplate on the one hand the wreck of his elegantly fitted saloons, and on the other, unless he has been signally successful, a not too well filled plate locker, which might have been more agreeably won without having to pay for the services of extra men to assist in demolishing the essentials for comfort he had taken so much pains at the outset to perfect. Besides the drawbacks I have endeavoured to enumerate, there are others that tend not less effectually to disgust a yachtsman with the present system. His yacht should be, is understood to be, his home while afloat; but let a vessel once commence racing and she must be handed over to the tender mercies of her crew; then his sleeping berth is uncomfortable, his cabin is uncomfortable, his meals uncertain; no table can be allowed in the main saloon; the glass and crockery are knocked about, and smashed; his clothes in disorder, and he becomes a lodger in his home, at a moment's notice to quit. The hotel is the natural resource, and thus additional expense is entailed that a better system might obviate.

"To view it in another light, and an equally important one to the interests of yachting, we know there are many enthusiastic yachtsmen who cannot afford to build, or do not care to incur the expense of other vessels after a couple of seasons' racing; they build and fit out a vessel, and she becomes naturally a favorite, for every good yachtsman regards his little ship with a liking akin to affection, and they very properly are averse to such indiscriminate smashing and knocking about that those who go in entirely for racing are prepared to submit to. A very large class of our yachting men, ardent supporters of the cause, come under this head, and were rules and regulations framed that would embrace the many, and permit the enjoyment of an exciting day's race with

a fair prospect of success, and without creating expense that no prize at present given can ever repay, we should have many more entries, and far greater sport, besides giving a more wholesome and general encouragement to yacht building and sailing.

"The rules at present in force at some yachting stations with regard to the prohibition of the use of 'shifting ballast,' although considered to be effectual in their observance, are, it is to be feared, much more honoured in the breach; it is not for a moment pretended that the owners of racing vessels are cognisant of this breach, far from it, but their crews are not bound by the same jealous sense of honour. They know that Jack, Tom, or Bill, who man the vessel that is ahead or alongside of them, will rattle a few shot bags about, if they can by any means get a chance; and if the temptation is on board and can be come at, do it they will, and have their quiet chuckle over it afterwards. Sealing down platforms and lockers may be considered a most effectual preventive, but the ingenuity of sailors is proverbial, and racing sailors would puzzle the gentleman in black himself. There are lockers and places of concealment that no philosophy ever dreamed of, and were wax and tape, as treacherous as Judas Iscariot, they could never tell the tale of flying Jack's contrivances. I ask any yachtsman who has sailed matches since the introduction of wax, tape, and sealed platforms, if he never remarked, when beating to windward up to a mark, how it is that certain vessels, when hove in stays, came upright in a moment; and even sometimes, when not keenly handled, exhibit a list to windward; or how it is that vessels which start under an amount of canvas that threatens to capsize them at the outset, and which actually do careen over at a fearful angle to behold, suddenly become stiff and upright as they settle to their speed: in fact, it has been a standing enigma to some few of us during recent matches how vessels that we knew were anything but true under extra pressure, set more canvas, and appeared stiffer, the harder it blew."

Here we have the opinion of a thorough practical man—one who is conversant with all the means resorted to; and his dictum is that it is almost an impossibility to frame laws which will bind *the men* to a close observance of right from wrong. Therefore in framing rules it will require great caution to meet this evil.

In our last number we have the experience of a yacht owner of the treatment he received in two matches—in one the ballast of each yacht was all carefully sealed down by two gentlemen appointed for that purpose. Our correspondent was beaten—and a month afterwards he was informed that "the winning yacht shifted two tons of shot" durin,

the match. So much for "sealing down." On another occasion he was engaged in a match where a declaration was signed by each yacht owner against shifting ballast, and although he won, he learnt during the following day that the crew of the yacht which ran second "tossed the shot bags about." But of course the owner knew nothing about it! Oh! no!—it was the crew that did it.

Respecting the policy of placing a hand on board to prevent any of the dodges, we were informed by a man who had been placed on board a yacht during a race that he never met with worse treatment in his life, for go where he would he was in the way, and throughout the day was subjected to taunts and curses.

We have received a letter from a yacht owner who is absent from England at the present, who says,— "I hope you will in the Magazine urge the Club Committees to fix the day and conditions of the Matches as soon as possible, and to agree amongst each other about the dates in order that the Regattas may not clash, also in respect to 'measurement, time, and shifting ballast.' There should be some uniform arrangement come to by all clubs, which however, will never come to pass unless some leading Club invites, formally, all the other clubs to attend a meeting or a series of meetings. By the *Bell's Life* I see that there seems to be great anxiety amongst yachting men to have these questions settled, and it is really high time something should be done. In my opinion nothing is so badly managed as yachting, and especially yacht racing; although a far nobler sport, and of a thousand times greater consequence to England than racing, it is looked on by the majority of those who have heard of it with little more than indifference, and by millions it is totally unknown (and that in the first maritime nation of the globe.)"

The Committee to be formed by a deputation from each Royal Club should meet immediately, if it is intended to alter this system this year, but we must candidly confess that we see little prospect of an evil being so speedily remedied which has occupied the press upwards of ten years; and the only obstacle is that no one will take the lead.

The Royal Mersey and Royal Cork Yacht Clubs have come to the determination to crush the system, if possible, and it will be necessary for all to follow their example.

We are informed that it is probable there will be an Ocean Race from Ireland to England this season, with a prize of £1000 for first yacht, and £500 for the second,—should this be true the sooner it is made known the better, as well as the conditions under which the match is to be sailed, the time, course, &c.

Yachting in France is making great progress; a Club has been formed

at Cannes, and the Duke de Vallambrosa has been elected Commodore ; and it is in contemplation to build a spacious club house here, with mooring buoys placed opposite for the accommodation of yachts visiting the port—a considerable sum of money has already been subscribed for that purpose.

The following correspondence on Shifting Ballast and other Yachting matters have appeared in our friendly contemporary *Bell's Life*, which we, in order to preserve them, transfer to our pages :—

Dublin, January 28th, 1863.

MR. EDITOR : As the yachting season is again fast approaching, I think it a good time to address the various yacht clubs of the United Kingdom upon a subject which has often before been noticed in your columns, viz., the necessity of some united action on their part with regard to the rules under which regattas are conducted, and more especially those which regulate the method of ascertaining the tonnage ; the time to be allowed for difference of tonnage ; the number of hands on board ; and, above all, the prohibition or non-prohibition of ballast trimming. And as I look upon the last subject as the most important, I shall confine my remarks in this letter to it, and would particularly urge that this should be considered by their sailing committees at once, in order that owners of racing yachts may know before fitting out what is to be the general rule and practice of the season, and be able to prepare their vessels accordingly.

I think, from the remarks I heard at the various regattas which I attended last season, that the feeling is general amongst both owners and regatta committees in favour of stopping the practice, now almost universal, of shifting three or four tons of shot-bags up to the windward every time the vessel goes about, not only on account of the expense and wear and tear which it involves, but also from the danger which a vessel so loaded incurs, if struck by a sudden squall, of being thrown on her beam ends and going down bodily ; and that their only objection is the difficulty which has hitherto been met with of making the rule against trimming ballast so stringent that every vessel must obey it, and not, as has so often been the case, a trap to catch the honest or skilful yacht owner, who will not shut his eyes to what is going on below, while his ignorant or careless rival lets his skipper and crew have their own way. With this view, I believe the only safe and sure course is to universally prohibit the carrying of ballast fit for such trimming which is only practised to enable yachts of one class to race under the spar and sails of a much larger one

I think it will be conceded that practically nothing can be used for trimming to windward with advantage except bags filled with shot or iron punchings, or small pigs of lead or iron, which can be easily and quickly handed from one side to another, while in stays ; and I would therefore

propose that the Royal Thames and Royal London Yacht Clubs, whose regattas will be the first this season, should at once come to resolutions. "That no yachts having on board any shot bags, bags of rivet heads, punchings, or any other kind of ballast for the purpose of trimming, will be allowed to sail in any of their matches, and that every owner and skipper at the time of entry shall sign a declaration that none such are, or shall be on board when racing."

This is a fact of which it is impossible that either of them can be ignorant, and which they cannot evade; and while the rule leaves them free to trim their vessel by the head or stern, which is often necessary and proper in racing, by the aid of her anchors, chains, or other gear, will effectually prevent their trimming her to windward. I would also propose that if these clubs adopt this suggestion they should send copies of the same to the committees of the Royal Mersey, Royal Northern, Royal Irish, Royal Cork, and Royal Western Yacht Clubs, whose regattas follow theirs in succession, and request them also at once to adopt and announce the same rule, which will then be nearly general; and that it shall be an understood thing amongst these clubs that, should any vessel be discovered transgressing, her owner and skipper will be prevented from entering or sailing a yacht at any subsequent regatta of these clubs.

By adopting and publishing such a rule now, owners would be saved much expense and annoyance, and would probably, reduce those preposterous spars and sails which are carried, or rather braggd, under the present system, and a nucleus be formed for what is greatly wanted, a good, well-considered, and fair code of rules, under which all regattas on the coast could be conducted. Apologising for the length to which this letter has run,

Yours, &c.,

RED WITH WHITE MALTESE CROSS.

February 2nd, 1863.

MR. EDITOR.—In reference to the admirable letter signed "Red with White Cross," on the subject of shifting ballast, which has really become a serious grievance to those who desire fair trial of their vessels, I beg to offer a few remarks for the chance of your thinking them worth insertion in your paper. By the original rules of the Thames Club no boat was allowed to carry more than three sails. What was the result? The mainsails and spars became so disproportioned that every one was obliged to have two sets, and if a strong breeze of wind came on during a match, the boats were so murthered and crippled that it was almost matter of luck who could stagger through and win.

This evil cured itself by the admission, some twenty years ago, of gaff opesails; so that, large as the mainsails still are, there is no longer the absurd disproportion of former times, and match sails are in truth but little larger than a summer sail may generally be found. By this change much expense is prevented, and there is more exercise for skill and judgment, as

regards setting and lowering topsails according to the weather, than when only three sails were allowed. Now the "shot bag system" is quite as absurd and as injurious to the fair trial of a vessel in a match as ever was the preposterous mainsail alluded to; indeed, it is even worse, because at least, there was no trick or concealment, in carrying monster mainsails; but the "shot-bag system" is trick and underhand work altogether, so much so, that many an owner who would despise to take an unfair advantage himself, is deceived by his men, who will get at the bags and shift them, unperceived by him, while he is thinking only of his sails and helm.

Will it be believed that an offer made last year to purchase one of the fastest ten-ton boats on the Thames drew out the fact that above £60 was to be added or allowed for her equipment of shot bags.

Against the shifting of the shot bags, sealing down the boards is no security; nor is there, indeed, any other safeguard than actually to search every vessel before she starts as rigidly as Custom House officers looking for spirits and tobacco. No honest match-sailing owner would object to such a search, because we all know that we cannot answer for our men, though we may answer for ourselves, in the fair sailing of our vessels. If it be urged that it is hard on those who have equipped their yachts (as part of their stores) with a large value of shot-bags, to be interdicted from the future use of them in their matches, let it be remembered that lead always fetches its price, and that, in the end, a considerable expense will be saved. We refuse to allow centre-board boats in our matches, because they are called "sailing machines;" now, really, a vessel, the speed of which depends on shifting ballast, far better deserves that epithet for she becomes not only a machine, but a machine which the least negligence is likely to upset, and which relies for success rather on the labours of the crew in pitching shot-bags to windward, than on their skill and judgment in the handling of their vessel. A fixed rule of search, with a signed declaration, as suggested by "Red with White Cross," would at once put a stop to a practice generally blamed, and would give satisfaction to every one who desires a sailing match to be a real and honest trial of a yacht's qualities.

RED CROSS.

February 7th, 1863.

MR. EDITOR.—Having read in your paper two excellent articles on "shifting ballast," I beg to say that I agree with the writers of them in everything except the possibility of stopping it, and, as "Vanderdecken" truly remarks, "there is no being up to flying Jack's contrivances." It strikes me that attempting to put a stop to a practice, the use of which is of such immense advantage to a vessel, and, above all, one that there is no possibility of proving whether any of the contending yachts employed it or not (though you may have the strongest possible presumptive evidence), is merely putting a premium on dishonesty, *which virtue* is plentiful enough in the world

without receiving any extra encouragement, I am, therefore, of opinion that it is better to allow vessels to shift as much as they like.

Now one of the arguments against shifting ballast is, that it reduces the number of contending vessels at regattas, in consequence of owners not liking to knock about their cabins. Granted; but will it not still more reduce them if the rules at present in force against shifting ballast are still persevered with (in the face of ocular demonstration that it cannot be put a stop to), for where shifting is allowed it is only people who are a little particular about their comforts who are excluded, whereas under the present system men that will not infringe the rules will, in a very short time, find that it is perfectly useless starting their boats against less scrupulous individuals, the result of which will be that yacht racing will shortly arrive at a very low ebb, in place of being an aristocratic sport, the honours of which the highest in the land may cover, and of which England may justly feel proud.

I see by your publication that the Royal Mersey Yacht Club have taken up the matter in a somewhat proper form, but, if I might be allowed to suggest a slight improvement, I would recommend having the *winning* yacht searched by a competent person appointed by the committee, and there would be no offence to any one, as it would be a matter of course, and it would be far more satisfactory to the beaten yacht. I would certainly make them all sign their declaration before the start, as the committee purpose doing, and if the club rigorously enforce their rules, I think that it is a fair step towards the suppression of that greatest of nuisances, shifting ballast.

Yours, &c,

BLUN.

R. Y. Y. C., February 9th, 1863.

MR. EDITOR.—Heartily agreeing with your correspondents on the immediate expediency of making general rules as to shifting ballast, measurement, and classification of racing yachts, that shall obviate the present confusion on these subjects in future, and leading to disputes, and actually ending in many of our best yacht owners refusing to hoist a racing flag, may I request space to mention the following facts, which occurred last year, proving the necessity of some general rule being adopted? In the Dublin and Kingstown Regatta the *Circe* and *Galatea* (*inter alia*) sailed by Thames measurement (which measurement I hope to see adopted everywhere this year), and were respectively—*Circe*, 135 tons; *Galatea*, 131 tons. The *Circe* thus gave time. At Plymouth these identical vessels sailed—*Circe* as 128 tons, *Galatea* as 143 tons, that is the latter vessel gave 7½ minutes to the former, instead of receiving time. Better have no time at all than such absurdity as this.

By the regulations of the Plymouth managers the *Galatea* had to allow the *Violet*, in the same race 55½ minutes, the course being three times round; but as the day was light (all against the large vessels), the race was stopped

at twice round, and the Violet took second and third prizes (as she was sailing two races at once) by time, the Galatea having only beaten her forty-nine minutes on two thirds of the course, and having to allow the full time, as if it had been all the distance.

May I add that sailing by register is the worst mode of all, as by the regulations a vessel, lengthened to improve her, will be taken as by rule No. 2, instead of No. 1, which is very disadvantageous to the lengthened vessel. I hope this subject will not be allowed to sleep, but that the flag officers of our large sporting clubs, such as the Thames, Mersey, Victoria, &c., &c., will *meet* or *correspond*, and adopt some general rules on these vexed points; not forgetting as they appear to have done at Liverpool, some rules against the new water ballast shifting, raising, and depressing dodge, as well as the comparatively harmless old shot-bags; and I feel sure that "Our Commodores" will have the hearty thanks of all yacht owners who wish to see all fair and above board, and the best vessel win.

Yours, &c.,

A WITCH ON A BROOM.

Dublin, February 10th, 1863.

MR. EDITOR.—Your kindness in inserting my letter of the 1st inst. encourages me to trouble you with a second upon the subject of match sailing, and to point out that it is almost the only sport which has no recognised or general code of rules for its guidance, nor any central authority to whom disputes can be referred. There are, no doubt, plenty of royal yacht clubs, but there is no unity of action amongst them, nor do their members generally care much about yacht racing, the taste for which is confined to comparatively a few, even amongst yachtsmen.

If a club could be formed amongst the owners of racing yachts and the admirers of the sport similar in its constitution to the Jockey Club amongst the patrons of horse-racing, and the National Club of the coursing fraternity, it would, in my humble judgment, prove a great assistance to yacht racing, and protection to the owners and the public. The number of members should be limited, say to some forty or fifty, and taken chiefly from owners of racing vessels, with as many of the flag officers and committee of the Royal Yacht Clubs as can be induced to join it. The subscription very small, merely sufficient to make up a fund for expenses and to pay the salary of a secretary, and the rent of an office in London to which letters could be addressed, and where meetings could be held three or four times a year for the purpose, in the first instance, of framing, and afterwards of altering and amending, from time to time, a national code of sailing regulations, as changes in the construction of yachts and circumstances might require; of hearing and determining questions sent to them by the committees of the various regattas; of appointing stewards for the year, similar to the stewards of the Jockey Club; and such matters. Books should be kept at the office, in which the names of owners and sailing masters who had been convicted of

wilfully sailing their vessels in a foul and improper manner, or breaking the code of sailing regulations, should be registered, and from which notice should be sent to regattas held under these rules, in order to prevent such persons entering or sailing yachts until all damages caused by their conduct and fines inflicted had been paid.

A club of this kind, well managed, and joined by a sufficient number of yacht owners, would be found of great use, and need not rouse the jealousy or clash with any of the Royal Yacht Clubs, many of whom would be glad to see a good and universal set of sailing regulations drawn up, which could be easily done if such a club was in existence, but is now very difficult, for want of such a central authority to carry out its provisions and enforce its penalties; and therefore each club goes on under its own system, often in many points differing from its neighbour. Owners are puzzled, and the unscrupulous sail their craft as they like, sure that even if they are found out at one regatta breaking rules or sailing improperly and disqualified, no notice will be taken of it at the next port.

I am sure the establishment of such a club would be advantageous as a permanent tribunal, even if we have the congress of commodores and delegates from the different yacht clubs, which "Vanderdecken" recommends, and which I have heard talked of for many years. No doubt, if such a body did meet, the rules they would put forward would have great authority; but unless they had some practical racing men amongst them who know where the shoe pinches, and a set of rules ready cut and dry, I fear little could be done in the time such men would give to it, and unless there was some means of enforcing rules, they are of little use, although I should be glad at least to see uniformity in the mode of starting, measurement, time, allowance, &c.

I may add, with respect to my former letter, that its suggestions have been most favourably taken up and approved by the majority of the clubs mentioned in it, and by all the yachtsmen I have since consulted. Some of the sailing committees have passed resolutions in accordance with them, and others have promised to do so, if the Royal Thames Yacht Club will do so. The decision therefore virtually rests with it, and I am all impatience to see through your columns what will be done in the matter.

Yours, &c,

RED WITH WHITE MALTESE CROSS.

February 7th, 1863.

MR. EDITOR.—As the important question of shifting ballast during yacht races has thus early been brought forward in your pages, it would be well to impress upon the sailing committees of our leading yacht clubs the necessity that exists for some combined plan of action amongst them, and that whatever they determine upon should be notified at as early a period as possible through the medium of your columns, so that yachtsmen may know in what way to prepare their vessels for the approaching season. The Royal Mersey Yacht Club with praiseworthy promptitude has grappled with

the question, and their decision is now before yachtsmen, who know what they may expect in the Mersey. I shall repeat their rule, as it will save trouble in referring to your last file, and I trust this letter may attract the attention of some of the active members of committees towards bringing the subject under immediate consideration :—

"ROYAL MERSEY YACHT CLUB.—Rule respecting ballast for their matches of 1863 :—

"That during the match no trimming or shifting of ballast be allowed ; all ballast to be under platforms or in lockers, and that no prize be awarded to any yacht which shall have on board when sailing in the match bags of shot, rivets, punchings, or any other kind of ballast, for the purpose of trimming or shifting ; and that before starting the owner, or his representative, and sailing master shall sign a declaration that no such ballast is on board ; and the owner or his representative, and sailing master of the winning vessel shall also sign a second declaration that no ballast has been shifted on board his vessel during the match !"

If the Royal Thames, Royal Western, Royal Cork, Royal St. George's, Royal Northern, Royal Victoria, and Royal Western of England will now follow suit, and declare that the same rule shall be followed at their meetings, the object will be accomplished, and the principle involved in the rule receive a fair trial ; but if these clubs now hold back, the question will remain in quite as much doubt and perplexity as it is at present. Yachtsmen, if they were made aware at once of the stringent and general adoption of this rule, would be enabled to have their spars and canvas reduced, and their ballast properly arranged ; get rid of their shot bags or other shifting ballast, and so be ready to come to the starting buoys fully prepared for this new order of things. If such is not done, the result will be that vessels attending the Mersey Regatta will have to land their shifting ballast to comply with the rule, and take in other and additional solid ballast to enable them to stand up to their present enormous racing canvas ; and then when leaving for other regattas where a loop hole of evasion may still be permitted to exist in the rules, back must come the shot bags again, and out with the solid metal, and the evils complained of will be as rampant as ever. As it will take some little time at fitting out to make the necessary alterations in spars and sails, and to obtain the trim a vessel under a different arrangement of the ballast, it is almost needless to point out the necessity for immediate action upon the part of the committees of the leading clubs. I am aware at present of one committee that are completely puzzled as to what to do, and wait to see what determination the other clubs will come to. As the shifting of ballast has been an evil long and loudly complained of there can scarcely be a doubt that instant co-operation will set the matter at rest. Compliance with the general feeling that seems to exist upon the subject cannot be visited by blame from any quarter, but by keeping yacht owners in suspense much injury may be done in leaving them to the last

moment unaware as to what rule they may be required to sail under at the principal regattas. Several new vessels are now in course of construction for the matches of 1863, and much expense might be saved to their owners at the outset.

Yours, &c.,

SINBAD.

February 17th, 1863.

MR. EDITOR.—Although I do not like occupying your columns unreasonably on a subject which, I fear, is not interesting to the general public, still, as the fate of my suggestion as to ballast trimming (or rather as to a simple and plain mode of preventing it) is still trembling in the balance, I venture to trouble you with a few words of comment on the letters which appeared with mine in your impression of the 15th inst, and am only sorry there was not also one from the able pen of "Vanderdecken," on a subject he could handle so well, instead of a mere catalogue of prizes won last year. As to those signed "Red Cross" and "Sinbad" I have little to say, as they are strongly in favour of my proposal, and "Sinbad" puts forcibly what was the very essence of it, viz., that the change of rule if made at all should be general, and announced at once "in order that owners, either building new vessels or fitting out old ones, may know what is to be the general rule and practice of the season."

This, I may say, now entirely rests with the Royal Thames Yacht Club, as all the principal clubs who hold open regattas are ready, I believe, to follow its lead; and I hope its committee will shortly make its decision known one way or other. If it is adverse to my proposal, I trust the rule against trimming ballast will be rescinded altogether, and each vessel left to do as she pleases, which would be far better than the present system, as is very fairly argued in the letter signed "Blue," albeit the writer is not very consistent in his views as to shifting, and cannot have been much in the practice of sailing matches, or he would know the difficulty of making the search he proposes so effectual as to render it of the slightest use; as "Vanderdecken" very clearly shows in his letter which appeared in your columns of the 1st inst.

The Royal Mersey Yacht Club has taken up the question in the kindest way, and although I prefer my own plan (that the declaration against shifting ballast shall be made at the time, and form part of the entry), and think that, in such case, the second declaration is unnecessary, and not very convenient for the sailing master to sign at a time when he has plenty on his hands, in bringing his vessel to her moorings in a crowded river, and with a rapid tideway. The way in which it has met my proposal is good evidence of what one of the best sailing committees in England thinks of the plan. And I may also point to the published resolution of the Royal Cork, the oldest and most practical club in the kingdom, as having the same feeling towards it.

The writer of the letter signed "A Witch on a Broomstick" opens another subject, that of measurement and time for tonnage, about which, with your permission, I propose to say a few words in a future letter. Meanwhile, I am thankful for his support, which will, I know, be influential with two or three of the clubs, but I am amused that he evidently believes in a story which was circulated last year, and which I look upon as a mere *canard*, the existence on board the new iron schooner "Circe" of a dodge for pumping water in and out as a means of trimming her to windward, and which I suspect arose either from the copious way in which she used to wet sails with a fire engine, or from the fact that the balins in her state rooms supply themselves with water from tanks placed in her wings. I was on board her last year when the first gun was fired for a start, and, except that the carpet had been taken off her main cabin, she was as trim and neat below as if she was at anchor in Gourock Bay; and even if such a plan were possible (which I doubt), it would be far superior to the "old shot bags," which cause a destruction below that could hardly be believed by anyone who has not seen the condition of the main cabin of a racing cutter after a hard-sailed match in a strong breeze, and with a bit of a sea on. This letter has almost double its intended length, so shall be at once closed with many apologies.

Yours, &c.,

RED WITH WHITE MALTESE CROSS.

February 18th, 1863.

MR. EDITOR.—I rejoice greatly to find the subject of shifting ballast, so energetically taken up in your paper this year; and when I state that owing to a peculiar plan of the accommodation in my vessel, I cannot use shifting ballast to the same extent as the vessels I race against, and that in a race last season I escaped by a miracle a collision, a vessel racing against me being so propped up with shifting ballast that, had she gone suddenly about, and filled on the other tack, she must have inevitably gone over, I think I shall be acquitted of being an advocate of "athwartship" shifting ballast.

I cannot however go the length of your esteemed correspondent, "Red with White Maltese Cross," who, advocates the entire exclusion of it during a race (and, therefore always) from the hold of a racing cutter; for I maintain, Mr. Editor, that the racing cutters cannot carry their heavy masts and spars in foul weather without some ballast ready to shift "fore and aft" to trim by the head or by the stern, according as they may be beating against or scudding before a heavy sea; but give them a ton or two of shot bags, and the cutters can, and do, make the passage against any seagoing craft afloat; and this the ocean race to Cork last year fully proves.

Again, sharp, deep vessels cannot afford to lose the safety some shot gives in case of touching the ground. Last season a cutter ran ashore in Carlingford Lough, at about three hours' ebb, spring tides. All hands on the bowsprit end proved useless to get her off, but before a couple of tons of

shot had been shifted into the eyes of her she was over the bank, and again in deep water, without which shifting she must have lain on her beam ends the whole tide.

I, however, by no means despair that rules might be framed to prevent shifting ballast "athwartship" during a race; and I will guarantee to bring my vessel to the starting buoy so arranged below as to avoid any possible suspicion that ballast could be shifted "athwartship," even though the floor shall be covered with shot bags. My plan is this: Every vessel shall have nets from the forward bulkheads on each side, running as far aft as may be, completely screening off the shot lockers, and fastened on a wire line to pass through eye-bolts in deck and floor, and made secure and taut at the end by padlocks. Surely this would defy the most inveterate ballast shifters.

Yours, &c.,

RED WITH WHITE.

MR. EDITOR.—In your last week's impression I read a letter signed "A Witch on the Broomstick." I do not question a "Witch's" theories, but I most decidedly *do* question the facts she advances in favour of them. The *Galatea* did *not* beat the *Violet* 49 minutes at Plymouth, but only 26 minutes (vide *Bell's Life* of August 24th,) and I can remind the "Witch" of another fact, which is not to be found in *Bell's Life*, that whereas she was allowed a number of extra hands to assist in "stirring *her* stump," the *Violet* was by the terms of the race debarred that advantage, and she was sailed on that occasion by her owner and his usual crew of three hands, without extra help in *any shape*. I think every yachtsman will allow that was sailing and winning

AGAINST ODDS.

BALLOON CANVAS.

February 19th, 1863.

MR. EDITOR.—As all hands appear to have come to an agreement to condemn the use of shifting ballast, perhaps you will kindly allow me to call the attention of the public to a subject, the evils of which are, in my opinion, just as great as those connected with trimming ballast—I mean balloon canvas, and what so easy to put a stop to? All the regatta committees have to do is to prohibit the use of jack-yards and jibs that come more than a certain distance aft of the forestay.

The suppression of them would really be a great boon to the racing fraternity, as it would greatly reduce the expense incurred by owners every time they start their yachts, and there would not then be the necessity for all the extra hands that we see on the decks of our race boats at every regatta; and putting expense aside, I am sure that every yachtsman will allow the nuisance of having a number of strange men on board his vessel.

Yours, &c.,

OCEANA.

CLASSIFICATION OF YACHTS.

February 19th, 1863.

MR. EDITOR.—On looking over the regatta lists of 1862, I have been struck with the want of uniformity in classing the racing yachts. Some clubs offer their first prizes to yachts of 30 tons and upwards, while others adopt 25, 20, 15, and even 12 tons as a starting point. This *may* induce a large entry, although it is doubtful, but it is likely to be as destructive to sport as it would be to start Shetland ponies with thorough-breds for the Derby, and to allow the former time. Fancy the disappointment if, instead of the noble racing on the Mersey last season, the weather had enabled 15-tonners with clouds of muslin to walk off with the heavy prizes intended for their betters. Let the clubs agree to a certain classification, and in a year or two we shall see yachts built expressly to race in these classes on equal terms. I would suggest,—30 tons and upwards, No 1 prize; over 15 and under 30 tons, No. 2 prize; 15 tons and under, No. 3 prize.

Yours, &c.

NORTHERN BURGESS.

ON THE ROLLING OF SHIPS.*

PROFESSOR Moseley has shewn by experiment that when a ship is tolerably round-shaped, and is not encumbered with any unusual area of keel or deadwood; but if she has a very sharp bottom or very deep keel, her actual period of oscillation is considerably greater than that indicated by equation. And indeed if the mutual relations of the body of a ship and the contiguous masses of water be duly considered, it is sufficiently obvious that such a difference must arise in ships of such a form; because independently of the resistance (in the proper sense of that term,) which the form must offer to the freedom of oscillation (in the same manner as with an ordinary pendulum, friction in the point of suspension, and resistance of air shorten the excursions without materially altering their periodic time,) we see that the resisting areas must put in motion large masses of water which will continue to accompany them inertly, as if forming part of the body of the ship herself. And in order to frame an equation which would in such cases give a true result, it would be necessary to take account of these masses in determining the value of the moment of inertia, or the radius of gyration of the whole mass to be put in motion.

We cannot pretend to arrive directly at a measure of this condition, though the measure is at once furnished indirectly in any individual case, by comparing the observed with the calculated periodic time, and

* Continued from page 67.

correcting the value of the radius of gyration accordingly. And if this comparison were repeated with a variety of typical forms, and the results were tabulated, some available scale of the relation would be established.

Again, it is usual to limit the scope of the equation within a small range of the angle of inclination, because it is only within such a range that it can be applied with approximate truth to ships of very different forms. The applicability rests on the circumstance that for indefinitely small values of the inclination whatever be the form of the ship, the force tending to replace her in her position of rest, with her mast vertical varies as the inclination; which is, in fact, the essential condition of isochronous oscillation: and in fact, although it is easy to imagine a ship of such form that the actual law of force would deviate very widely from this, so soon as the inclinations had begun to assume a tangible value, yet practically, shipbuilders adopt no such form, and so long as the inclination does not exceed 8° or 10° , the equation may be safely trusted as general for any ship we are likely to meet with.

In pursuing the investigation, however, it becomes necessary to contemplate much larger angles of excursion than these. But, on the one hand, the attempt to make the solution perfectly general, would add indefinitely to its difficulties, and to its complication; and, on the other hand, that form of ship which would be isochronous even to such angles, of excursion, as 60° or 70° , not only may be accepted as a practically available form, but it is even typical of that which most approves itself to a practical eye as indicative of easy motion; it is, in fact, very nearly that of a three-decker, with the sides "tumbling gracefully home."

I shall therefore assume in what follows, that I am dealing with a ship of such a form, since I shall thus both facilitate and shorten the enquiry; while the result arrived at though not strictly applicable, throughout, to ships of other forms, will indeed be strictly applicable to them for limited angles; and will at least indicate the character of the result which would follow when the angles are large: it will be found, too, that there is no difficulty in subsequently forming an approximate conception of the nature and magnitude of the differences between the actual and the typical result under any circumstances.

It is not necessary to specify more precisely than has been already done the geometrical features of this typical form, because for the purpose of the investigation, the only property which need be taken account of, is that which secures the isochronism of oscillation, viz., that the force of stability tending to place the ship in the position of rest, i.e., with her masts vertical, shall be directly as her deviation from that posi-

tion (that is to say, directly as her angle of inclination,) up to any angle which she will be supposed to attain in rolling.

It will, however, facilitate the complete analysis of the motions of the ship in undulating water, if the nature of its oscillations in still water be more fully analysed and discussed, because it will be found that the expressions which define the latter, underlie, or are interwoven with those which define the former.

The laws to be thus investigated are, in fact, simply the laws of isochronous oscillation; since these are virtually the same, whether the excursions of the body to which they refer be rectilinear through a centre of force; or curvilinear towards or from a position of rest, as with a pendulum or the balance of a watch, or again with a suitably-formed floating body.

The law of force, which produces such oscillations, is, as has been said, that the force towards the position of rest varies as the distance of the body from that position, and it is pretty generally known that the intermediate parts of any given excursion are performed in times following the law of "sines;" that is to say, if a point be made to move uniformly in a circle, and to complete the circuit from one end of the diameter to the other while the body completes a single whole excursion, then at any intermediate moment the distance of the body from the position of rest will bear the same relation to its extreme distance, as the sine of the angle which the revolving point has at the same moment reached bears to the radius of the circle. But this general law requires to be quantitatively expressed in terms of the various constants which enter into its structure, as these exist in our ship; and the solution shall be given in its most general form, though the process by which it is arrived at is thereby somewhat lengthened.

In proceeding from a ship oscillating in still water to that of a ship oscillating in undulating water, it is necessary to remind the reader, that the momentary effort of the ship is to place her masts at right angles to the surface of the wave where she floats, and that for a given ship occupying, at any moment, an angle of inclination differing from this, the measure of effort is the same as that by which she would endeavour to assume a vertical position, if occupying for the moment, in still water, an inclined one, with an angle equal to that difference.

I am well aware that there are good reasons for believing that respect of mere profile, the wave would be more accurately represented by some member of the cycloidal or trochoidal family, than by the curve of sines, their near relation; but were we to adopt the trochoidal hypothesis, it would be necessary to take account of certain conditions

action, the introduction of which certainly tends to bring its ultimate result into much closer correspondence with that deducible directly from the curve of sines, than would at first sight be expected on observing the points of difference between the figures of the two curves. I have not yet been able to master the mathematical difficulties which this mode of treatment involves, though I am not without hopes of succeeding in the attempt; I think, too, I see my way to a method of applying a rigorous experimental test to the results which may be arrived at; but, for the present, I content myself by describing the character of the differences between the two curves, and showing their tendency; and I hope that on the strength of this, the reader will be content to accept the curve of sines as the basis of a sufficiently approximate solution.

Viewing their features generally, the characteristic difference between the two classes of curve is, that while with the curve of sines, the curvature of the hollow of the wave downwards is represented as identical with that of the crest upward; with any one of the trochoidal family the upward curvature of the apex is, in a greater or less degree, more sharp than the downwards curvature of the hollow, the degree varying with the proportion of length of wave to height of wave, and ranging from the case of an extremely long low trochoidal wave, in which the figure is scarcely distinguishable from that of the curve of sines, up to that of the pure cycloidal wave, the length of which from crest to crest, is $(\pi) \times$ its total height, and in which the apex forms a perfectly developed cusp or angle, representing the conditions of an almost imminent breaker. Hence, it would at first sight seem that if the trochoidal hypothesis be true, a ship must experience more abrupt changes of wave effort near the crest, than near the hollow; and that the use of the curve of sines hypothesis must lead to error, in consequence of its failing to take account of any such difference. But this appearance is in a great measure delusive, owing to the difference between (what I venture to term) "*hydrostatic tension*" of the water at the top, and bottom of the wave. And as this is a condition, the nature of which has not, as far as we are aware, been referred to by others, who have treated of the question to which it belongs, we are the more anxious to direct attention to it.

Without attempting to go into refinements, it is indisputable that, on the whole, the particles which form alternately the hollow and the crest of the wave, alternately rise and fall during the change; and it will not be questioned that the points of maximum velocity in each direction, exist somewhere in the intermediate height of the wave. It follows, that in the lower parts of the wave, the particles are being

retarded in their downward velocity, or are accumulating upward velocity; and either of these conditions implies that during their maintenance, the particles are being pushed in an upward direction, and are consequently pushing against each other with more than their mean force; that, for instance, whereas at the depth of a foot below the surface in still water, the particles press against each other or against any immersed body with a force of .43 lbs. per square inch, at a similar depth below the hollow of a wave the mutual pressure would be more than this; and as in the upper portion of the wave the converse condition must hold, and the particles are either losing upward velocity, or are being accelerated downwards, so that part of the effect of the natural gravity is thus absorbed, it follows that their mutual pressure is less than its mean or natural amount, and at the depth of one foot below that surface, it would fall short of .43 lbs. per square inch. .

This will be perhaps best understood by considering what must happen if a bucket of water be attached to the top of a piston rod of a vertically-acting steam engine, a position which, so far as vertical motion is concerned, would represent fairly the circumstances of a similar volume of water when undergoing wave motion; in such a case, by varying at pleasure the speed of the reciprocations, we might easily arrive at a velocity such that, at the summit of each stroke, the bucket should be actually drawn away from its contents faster than they could follow it in virtue of gravitation; or as an example of a more quantitative character, we might select exactly such a speed of reciprocation that the contents of the bucket would just, and only just, keep company with it at the summit of the stroke. On this supposition it is plain that the particles of water would at the moment absolutely fail to press at all, either against the bottom or sides of the bucket, or against each other, or finally against any immersed floating body; though at the same time, such a body would not acquire any increased immersion for want of support, since itself would *pari ratione*, be divested of its power of pressing against the particles of water, exactly in the same way as these had, by the same cause, been incapacitated from pressing against each other and against it.

But though the loss of support would thus not cause any increase of immersion, it would cause an absolute loss of stability in the floating body, however stable it might be in stationary water. A model boat floating in the water, when passing through this phase of motion, might be blown over by the very slightest puff of wind in her sails.

Similarly at the end of the down and the commencement of the up-stroke, if the same speed of reciprocation were maintained, the mutual

pressure of the particles of water against each other, and their pressure against the sides and bottom of the bucket, or against any floating body, would be precisely doubled, in virtue of the same conditions which, it was shown, would precisely neutralize their pressure at the end of the up and the commencement of the down stroke ; and the stability of the floating body, which there consequently vanished, would here be doubled. The model boat would stand up under twice as great a pressure of wind as she would bear if in still water.

Now the speed of reciprocation which has here been assigned to the vertically moving volume of water, corresponds exactly with that of the vertical component of the motion in the particles forming respectively the crest and hollow of a purely cycloidal wave ; and the absence of mutual pressure in the particles at the crest of the wave corresponds with the circumstance that such a wave is on the verge of breaking ; so that a ship floating on such waves would have her stability doubled when in the trough, and if her dimensions were very small compared with those of the wave, it is not a paradox to say her stability would absolutely vanish as she floated over the crest.

Short of this (the extreme result due to the greatest possible speed of vertical reciprocations which wave motion can exhibit) we must expect in waves of more or less abrupt form, the stability of a floating body to be alternately diminished and increased on the same principle, and in a degree proportioned to the speed of the reciprocation. And since it has been shown that a ship's stability measures the force by which when, with her mast at a given inclination to the wave surface, she endeavours to place it at right angles to that surface, it follows that on the whole, the less steep parts of the trochoidal wave (being in the trough or hollow) are more effective in giving motion to the ship ; steeper parts (being near the crest) are less effective than the degree of steepness in each case would, at first sight, lead us to expect ; and this difference corresponds, in some degree with the result which we obtain by substituting the equation with the curve of lines for the equation of the trochiod, and at the same time discarding from the question the changes of hydrostatic tension : for thus, instead of the less steep, but more effective slopes of the trochoidal hollow, we take simply the somewhat steeper slope of the hollow of the curve of sines ; and instead of the steeper, but less effective slopes of the trochoidal wave crest, we take simply the somewhat flatter crest exhibited by the curve of sines.

One other instance must be mentioned, in which the use of the curve of sines, as the wave equation, at once supplies the equivalent of a condition which it would be necessary to take separate account of in proceeding on the trochoidal hypothesis.

This hypothesis correctly represents the fact, that the surface wave particles, or any floating body substituted for a small aggregation of particles, oscillate backward and forward as well as upward and downward; each describing an exact and complete circle in the course of each complete wave recurrence. It follows that in determining the "time" due to any portion of the wave curve as it passes the floating body, we must take account of the horizontal displacement of the floating body, (let us say the ship) which meanwhile occurs, and correct the "time account" accordingly, by deducting or adding the result (as the case may require), the time which would be *primâ facie* required, for the transit of each corresponding geometrical interval between the two points on the wave, which the ship occupied at the beginning and end of the account.

Thus, if we commence by supposing the ship to be on the middle of the wave on the descending side, then, according to the trochoidal hypothesis, she has, at the moment, a simply vertical motion, downwards; but as the hollow of the wave, approaches her, her circular orbit carries her bodily towards it, and when she is at the bottom of the hollow, she will have moved through a quarter of the circle, and the horizontal component of her motion will have carried her through half the diameter of the circle to meet the wave. Again, when she is at the middle of the wave height on the ascending side, she will have completed a second quarter of the circle, and will have travelled backward through the remainder of the diameter to meet the wave. In arriving at each of these points therefore, she will have occupied a time proportionably less than that occupied by the transit of the corresponding portion of wave curve past a stationary point, the difference being, in each case, the time due to the horizontal distance travelled by the ship, valued according to the wave's velocity. In the same way, she will now have a motion, simply vertical upwards, but as the crest of the wave approaches her, she will begin to recede bodily from it: when she reaches the summit, she will have progressed through a quarter of a circle, or by half its diameter, towards her original position, and when half the wave-back has passed she will have resumed that position precisely. And it is obvious that in resuming it, she will have occupied a time proportionably greater than that due to the transit of the corresponding portion of wave curve past a stationary point; lengthening in fact her time of passing the wave summit, as much as she had shortened that of passing the wave hollow.

Now it is obvious at once, that this "time correction" corresponds, in a general way, with the result obtained by the use of the curve of sines equation. For if a curve of sines wave, and a trochoidal wave, of equal height, length, and velocity, be supposed to move simultaneously past a fixed point, it is plain that the hollow of the former, being the

shorter, will be traversed in the shorter time; its crest, being the longer, will be traversed in the longer time.

But on closer examination, it appears that the correction thus indirectly supplied is not merely of the required character, but is precisely of the required amount, and that if we assume one ship to be rising and falling vertically on the assumed curved sines wave, and another to be following her true circular path on the corresponding trochoidal wave, supposing them to start simultaneously at the same level, each will continue to attain the same level at the same instant of time throughout the whole series of wave phases. This statement is one purely geometrical, and it follows at once from the comparison of the modes in which the two curves are respectively generated. For in both curves the vertical ordinates are derived for the motion of a point, supposed to move with uniform circumferential velocity in a circle whose diameter is the height of the wave from hollow to crest; while the centre of the circle is supposed to move horizontally with uniform velocity, and to complete a space equal to the length of the wave from crest to crest when the point completes the whole circumference. In the curve of sines, the horizontal length of the portion of curve thus generated in a given time is simply the corresponding horizontal travel of the centre of the generating circle; while in the trochoid, the horizontal length of the portion of curve generated in a given time is the horizontal travel of the centre + the linear sine of the angle, travelled over in the arc of the generating circle by the generating point. But in both curves alike the vertical ordinate due to this length of curve (measuring it from the path of the travelling centre) is the linear cosine of that arc. So that counting position by time, the assumed method of treating the wave as a curve of sines with the ship rising and falling vertically, assigns to her at any moment the same level on the wave surface which would be assigned to her by treating the wave rigorously on the trochoidal hypothesis.

TRIAL OF THE ADMIRALTY YACHT.

The official trial took place at Portsmouth, superintended by Captain H. Broadhead, commanding the steam reserve, and staff, which comprised Mr. Ward, assistant-engineer of Her Majesty's dockyard, and Mr. Murdoch, inspector of machinery afloat at the port. The heavy gales of the past three weeks were succeeded by a moderate breeze from the W.N.W., and the weather on the whole for the season of the year, could not well have been more favourable for developing the ship's speed. She left the harbour at 11h. a.m., and as soon as the fires were well

clear she was put on the trial ground, where six runs at full power were made with the following results:—

No. of run.	m.	s.	Knots.	No. of run.	m.	s.	Knots.
1	3	41	16·239	4	4	20	13·846
2	4	17	14·008	5	3	37	16·590
3	3	38	16·514	6	4	17	13·953

Mean speed of the six runs, 15·216 knots.

The *maximum* of the engines' revolutions were 37·5, and their *minimum* 35·5. The average pressure of steam was 25·5lb., and the vacuum 26 inches. Four runs at half-boiler power produced the following results.—

No. of run.	m.	s.	Knots.	No. of run.	m.	s.	Knots.
1	3	47	15·859	3	3	45	16·000
2	4	33	13·186	4	4	35	13·091

Mean speed of the four runs, 14·563.

It will be seen that there is but little difference between the ship at full and half boiler power, while of course, there is a very great difference between the full and half power of consumption of fuel, and fuel, rightly considered, represents cost as well as power, both employed to gain certain results. The cause of this is simple and easy of explanation. The fact is that in the construction of ships for Her Majesty's Navy no attention whatever is paid to the relations which ought to exist between the engine-power and form of hull, and the result in the present instance is (as in fact may be shortly said to be always the case in the Royal Navy) that every inch of steam added to the half-power goes towards depressing the ship's bows further in the water, until, when a full head of steam is on, a large volume of water, with three distinct waves, is thrown off from each side of the ship's bows.

At the conclusion of the mile trials she was next tested in making circles, and her machinery in turning ahead, reversing, stopping, &c., in the usual manner, in the following order:—The helm was first put over to port in 30 sec. the rudder being an angle of 17 deg., and the half-circle made in 2 min. 32 sec., and the full circle completed in 4 min. 54 sec. The helm was next put over to starboard in 24 sec. bringing the rudder to an angle of 21 deg., and the half-circle made in 2 min. 27 sec., and the full completed in 4 min. 17 sec.; the revolutions of the engines being in both instances 33. The machinery worked well throughout, and was undoubtedly capable of developing even a greater power than was shown on this occasion, when the indicated power was no less than 1,600 horse. The nominal horse-power of the engines is 250, the cylinders having a diameter of 62in., an area of 3,019·07in., and 4ft. 6in. length of stroke of piston. The draught of water was 9ft. 7in. forward and aft, on an even keel, and the immersions of the paddle floats was 4ft. 4in.

A CRUISE OF THE DIANA.

DURING the time this schooner was in the possession of Sydney Walker, Esq., he made a cruise in her from Scotland to the Mediterranean and back,—the log of which we subjoin :—

Thursday, Dec. 20, 1860.—Noon : Got under weigh from Gourock Bay with a strong leading breeze from the eastward, overcast sky, and hazy atmosphere. Two p.m. we put into Fairlie Roads abreast of Largs for shelter. Four p.m., the gale increasing in violence, we got the boats on deck, lashed them, made everything secure, and prepared for bad weather. Eight p.m. it still blew very hard, so we made up our minds to wait for daylight, therefore set an anchor watch, and made all snug for the night. Six a.m. we got under weigh and stood down channel. Eight a.m. we had a nice moderate breeze with a cloudy sky, which continued until noon.

Friday 21.—P.M.: The weather was moderate and cloudy. One p.m. we passed the Heads of Ayr, and the Pladda Lights bore N. by W., distant seven miles. Three p.m. the Craig of Ailsa bore S.E. by E. $\frac{1}{2}$ E., distant three miles. Four p.m. the weather was moderate. Six p.m. the Point of Corsewall Light bore N.E. by E., distant ten miles. Eight p.m. the weather was moderate and atmosphere clear. Midnight there was a nice fresh breeze and clear, the Copland Island Lights off the southern entrance to Belfast Bay bearing N. by E., distant twelve miles. Two a.m. the South Rock Light on the Irish Coast bore N. by W., distant eight miles. Four a.m. there was a smart breeze and a flying scud; the Calf of Man Lights bore S.E. by E. $\frac{1}{2}$ E., distant about fourteen miles. Eight a.m. strong breezes and cloudy weather. Ten a.m. the wind increasing, we hauled down two reefs in the fore staysail. At noon the same weather,

Wind, E. by S. to N.E.; courses, one p.m., S.W. $\frac{1}{2}$ S.; six p.m., S.W. by S. $\frac{1}{2}$ S.; lat. $53^{\circ} 12'$, N.; distance 141 miles

Saturday 22.—P.M.: Moderate and cloudy weather. Two p.m. the wind increased very rapidly. Four p.m. we experienced some very heavy hail squalls. Eight p.m. it blew a fresh gale, the sky became overcast, and a nasty cross sea got up. Midnight we had strong gales and a heavy scud flying, Tuskar Light bearing by compass N.W. by N. $\frac{1}{2}$ N., distant fourteen miles. Four a.m. we had clear fine weather. Eight a.m. moderate breeze and cloudy. Ten a.m. heavy snow squalls struck us, but at noon the weather moderated and became fine and clear.

Wind, N.E.; courses one p.m., S.W. by S. $\frac{1}{2}$ S.; four p.m., S.W.; lat. by obs. $50^{\circ} 52'$, N.; distance 164 miles.

Sunday, 23.—P.M.: These twenty-four hours began with moderate winds and clear weather, which continued throughout.

Wind, N.N.E. to N.E.; courses, one p.m., S.W.; eight p.m., S.W. $\frac{1}{2}$ W.; lat. by obs. $49^{\circ} 01'$, N.; lon. by obs. $8^{\circ} 36'$, W.; distance 77 miles.

Monday 24.—P.M.: Clear fine weather, with light breezes, which continued throughout the twenty-four hours.

Wind, N. to N.E. by N.; courses, one p.m., S.W. by S.; lat. by obs. $45^{\circ} 07'$, N.; lon. by obs. $8^{\circ} 29'$, W.; distance 67 miles.

Tuesday, 25, (Christmas Day).—P.M.: Smart breeze and clear fine weather; at four p.m. the wind gradually freshened. Eight p.m. we had strong breezes, and the sky became overcast. Ten p.m. we had heavy rain squalls, which forced us to close reef the foresail and fore staysail. Midnight brought us a strong gale, with clear weather. Four a.m. the wind moderated, and at noon became light and variable.

Wind, S.E. to E.; courses, one p.m., S.W. $\frac{1}{2}$ S.; lat. by obs. $45^{\circ} 56'$, N.; lon. by obs. $9^{\circ} 18'$, W.; distance 155 miles.

Wednesday, 26.—P.M.: Light and variable winds, with overcast sky, and a heavy swell setting from W.S.W. From eight p.m. the wind gradually increased until ten p.m., when we experienced heavy hail squalls, the sea getting very high and confused. This weather continuing, at one a.m. we reefed the main storm trysail, stowed it, set the fore storm trysail, and hove the vessel to. Four a.m. it blew a strong gale of wind from the S.W., accompanied by vivid flashes of lightning, and occasional furious squalls. Eight a.m. the wind began to moderate a little, but at noon the weather again assumed a very threatening aspect.

Wind, W.S.W. to W. by S.; courses, one p.m. S.W. $\frac{1}{2}$ S.; six p.m., S.S.W.; one a.m., S.W. by S.; lat. by obs. $45^{\circ} 32'$, N.; lon. by obs. $9^{\circ} 12'$, W.; distance 60 miles.

Thursday 27.—P.M.: Blowing a very heavy gale of wind, accompanied by bitter squalls of snow and sleet, and a tremendous heavy sea running; the vessel lying to under the fore storm trysail. The weather continued until two a.m., when it began to moderate, and the sea to go down. Eight a.m. we set the main storm trysail and fore staysail. Noon, we had a strong breeze and cloudy weather.

Wind, W.S.W., courses, hove-to up, S.S.W. off S. Eight a.m. S.S.W. lat. by obs. $44^{\circ} 48'$, N., long. by obs. $9^{\circ} 19'$, W.; distance 14 miles.

Friday, 28.—P.M.: Strong breeze, with still a heavy sea running. Four p.m. there was less wind, which at five p.m. suddenly shifted to the eastward, and continued so until four a.m., when it became calm for an hour. Five a.m. we got light easterly winds and damp, foggy weather. Eight a.m. we got a fresh breeze, and a very heavy swell began setting from S.W.; which continued until noon.

Wind, W.S.W. to E.N.E. and calm; courses, one p.m., S.S.W.; five p.m.; S.W. by W.; lat. by acct. $43^{\circ} 48'$, N.; lon. by chron. $9^{\circ} 38'$, W.; distance 78 miles.

Saturday, 29.—P.M.: Moderate breeze and dark, cloudy weather. Six p.m. we tacked to the north and westward. Midnight: The weather became dull and heavy, with flying rain squalls. Four a.m. the wind rapidly increased, the squalls becoming very heavy. Five a.m. we took in the main trysail and fore staysail, and hove her to under the fore storm trysail. Eight a.m. it blew a gale, with a very weighty sea running, the little ship rising to the waves like a duck. This weather continued up to noon.

Wind, E. to S.W.; courses, one p.m., S.W. by W.; seven p.m., W.N.W.; ten p.m., S.W.; three a.m. W. by N.; lat. by acct. $43^{\circ} 40'$, N.; lon. by acct. $9^{\circ} 30'$ W.; distance 43 miles.

Sunday 30.—P.M.: A strong gale from S.W., with heavy rain. Eight p.m. the gale increased in violence, and there was a very heavy sea running. This weather continued throughout the remainder of the twenty-four hours, accompanied by furious squalls of rain and sleet.

Wind, S.W. by S. to W.S.W.; courses, hove-to up, S.S.W. off S.S.E.; lat. by acct. $44^{\circ} 53'$, N.; lon. by acct. $9^{\circ} 9'$ W.; distance, hove-to; the vessel drifting one mile per hour to the north and eastward.

Monday, 31.—P.M.: A furious gale of wind, the weather dark, cloudy, and threatening. Four p.m. wore ship, with her head to the north and westward; we double reefed and set the fore storm trysail. Eight p.m. there was a lull, but at four a.m. the gale again raged violently, accompanied by torrents of rain. Six a.m. we took in the main trysail and storm jib; this weather continued until noon, with a tremendous sea and no appearance of a change, the vessel driving a mile and a half per hour to the north and westward.

Wind, S.W. by S.; courses, hove-to, heading at one p.m. S.S.E., and at four p.m. W.N.W.; lat. by acct. $44^{\circ} 57'$, N.; lon. by acct. $9^{\circ} 21'$ W.; distance, hove-to.

Tuesday, January 1, 1861.—P.M.: The gale still raging, and the sea very high and confused. Four p.m. the wind seemed to lull between the squalls. Eight p.m. the weather moderated a little, and the sea became less violent. Midnight it was pitch dark, and we wore ship, and laid her head to the southward, puffs of wind flying from the N. Four a.m. it suddenly became flat calm, and the rain fell in torrents. Six a.m. a very faint air sprang up from N.E., but at ten a.m. it backed round to the southward again with heavier rain. Noon the weather was very gloomy and overcast.

Wind, W.S.W., N., S., and calm; courses, hove-to, heading from W.N.W. to S.W.: lat. by acct. $44^{\circ} 20'$, N.; lon. by acct. $9^{\circ} 10'$ W.; distance, hove-to.

Wednesday 2.—P.M.: A breeze sprang up from the S.W., accompanied by a heavy swell; a dark and cloudy sky. Four p.m. the wind increased to a gale, accompanied by much rain. Six p.m. we took in the main trysail and fore staysail, owing to tremendous heavy squalls of wind and rain. Seven p.m. the wind chopped round suddenly to the N.E. Midnight we had a more moderate gale, and set the main trysail. Two a.m. we set the fore staysail, and shook the reefs out of the fore storm trysail. Three a.m. Lisargas Light bore S.E. by S., distant ten miles. Four a.m. the wind was moderate and weather cloudy. Six a.m. sighted Cape Finisterre Light bearing S.S.E., distant twelve miles. Eight a.m. there was a steady breeze and heavy rain falling, which continued until noon.

Wind, W.S.W. to N. E. by E.; courses, one p.m. S. by W.; ten p.m., S.W. by S.; lat. by acct. $42^{\circ} 39'$, N.; lon by acct. $9^{\circ} 12'$ W.; distance 100 miles.

Thursday 3.—P.M. Moderate breeze and clear weather. Three p.m. it increased considerably until midnight, when it moderated, and a heavy swell set in from the S.W. Four p.m. there was a strong breeze and a heavy head

sea. Six a.m. took in the main trysail and fore staysail, and hove the vessel to under the fore storm trysail. Eleven a.m. had heavy thunder squalls accompanied by vivid lightning and torrents of rain, which continued until noon.

Wind E.N.E. to S.b.E.: courses one p.m. S.S.W., three p.m. S.W.; lat. by acct. $41^{\circ} 18'$, lon. by acct. $9^{\circ} 29' W.$, distance 110 miles.

Friday 4.—P.M. Heavy squalls of wind and rain. Two p.m. the squalls rather lightened, and at four p.m. we had moderate clear weather. Eight p.m. light variable winds set in, which continued past midnight. Four a.m. we had a smart breeze, accompanied by flying showers. Eight a.m. the wind was moderate and the sky clear. Eleven a.m. the wind again freshened up with hard squalls, which we experienced up to noon.

Wind S.b.W. to W.N.W.; courses, one p.m. W.S.W., nine p.m. S.W.b.S. $\frac{1}{2}$ S'; lat. by acct. $40^{\circ} 22' N.$, lon. by acct. $10^{\circ} 9' W.$; distance 73 miles.

Saturday 5.—P.M. Fresh breezes and passing showers, which continued until eight p.m., when the weather became moderate and clear. Midnight the sky again became overcast, and we had light showers. Four a.m. there was a moderate breeze and dark cloudy weather. Six a.m. heavy squalls and rain came on until eight o'clock when it cleared up with a strong breeze. Noon we had a gale, accompanied by fierce squalls of snow and sleet.

Wind N.N.W. to N.b.E.; course S.S.W.; lat. by acct. $37^{\circ} 49' N.$, lon. by acct. $9^{\circ} 39' W.$; distance 166 miles.

Sunday 6.—P.M. Strong gales and very heavy squalls of hail and sleet, with a tremendous sea running. Eight p.m. Cape St. Vincent Light bore N.b.W. $\frac{1}{4}$ W., distant 18 miles. Midnight it blew a very wild gale, accompanied by furious squalls of hail. Four a.m. the weather became moderate and fine; Cape St. Mary's bore N.b.W., distant 22 miles. Eight a.m. the weather became fine and the atmosphere clear, we set the squaresail. Noon there was a nice moderate breeze with light passing showers.

Wind N. to W.N.W.; course S., lat by acct. $36^{\circ} 30' N.$, lon. by acct. $6^{\circ} 52'$, distance 172 miles.

Monday 7.—Moderate and fine weather. Four p.m. Cadiz bore E.b.N. distant 8 miles. Eight p.m. the weather still continued fine. Ten p.m. Cape Trafalgar bore E.b.N., distant fifteen miles. Midnight, clear and fine. Two a.m. Tarifa Light bore E.b.N., distant 4 miles. We had a steady breeze and clear weather, running through the Straits of Gibraltar. Seven a.m. Ceuta Light on the African coast bore W.S.W., distant 10 miles. Europa Point bearing N.W.b.N. $\frac{1}{4}$ N., distant 8 miles. Ten a.m. we had a slashing breeze and clear weather, which lasted until noon.

Wind N.N.E. to N.b.E.; course E.S.E., lat. by obs. $36^{\circ} 16'$, lon. by obs. $4^{\circ} 6' W.$; distance 144 miles.

Tuesday 8.—P.M. Light winds and fine clear weather. Eight p.m. the wind flew round to the N.W., at midnight it was moderate and fine. Eight a.m. Cape de Gata bore E.N.E., distant 20 miles. Noon the same fine weather continued.

Wind N.N.E. to W.S.W.: course E., lat. by acct. $36^{\circ} 30' N.$, lon. by acct. $2^{\circ} 7' W.$; distance 100 miles.

Wednesday 9.—P.M. Moderate breeze and clear temperate weather. Four p.m. we had variable winds and clear atmosphere. Six p.m. a strong breeze sprung up from the N.E., we hauled down two reefs in the mainsail. Eight p.m. we tacked ship and stood to the S.E. Ten p.m. we took in and stowed the foresail. Midnight brought us a fresh breeze with overcast sky. Four a.m. there was less wind. Six a.m. we set the foresail. Eight a.m. the breeze freshened considerably until noon.

Wind N.b.E., veering to S.E.; course E. lat. by obs. $37^{\circ} 02'$, lon. $1^{\circ} 36'$ W.: distance 104 miles.

Thursday 10.—P.M. Light variable winds and clear weather. Eight p.m. a fresh breeze sprung up from the eastward, Carthage light bearing N.W. $\frac{1}{2}$ N., distant 10 miles. Midnight we experienced strong winds and a heavy head sea; took in the foresail and stowed it. Two a.m. took in the jib and double reefed the mainsail and foresail. Six a.m. set the foresail and shook the reefs out of the fore staysail. Noon moderate weather and cloudy sky.

Winds N. to N.N.E.; course E.b.N., bound for Marseilles; distance 68 miles.

Friday 11.—P.M. Fresh breeze with a heavy head sea on, Cape Santa Pola bore north, distant 35 miles. Four p.m. had dark cloudy weather. Six let go anchor in Lugar Nueva Roads, and made all snug for the night. Eight a.m. out boats and sent the crew ashore for fresh water. Ten a.m. watering party returned, hoisted in and secured boats, and made all ready for sea. Noon fresh breeze and cloudy.

Wind E.N.E.; distance 24 miles.

Saturday 12.—P.M. Got underway and stood out to sea on our passage to Marseilles. Two p.m. it came on to blow very hard from E.N.E., with a heavy head sea on, the vessel shipping a great deal of water on deck; bore up and stood in for Alicante. Five p.m. let go our anchor in Alicante Roads. Eight p.m. there was a strong gale, with cloudy overcast sky, made all snug for the night and set the anchor watch; a light breeze sprang up from the westward. Ten a.m. we tripped our anchor and stood out to sea, bound for Marseilles. Noon it was calm, with fine clear weather.

Sunday 13.—P.M. Flat calm, fine weather. Four p.m. light variable winds sprung up, which continued throughout the twenty-four hours.

Wind N. to S.W., variable with calms; course E. $\frac{1}{2}$ N.: distance 35 miles.

Monday 14.—P.M. Light breezes and clear warm weather, which continued throughout these twenty-four hours. Midnight Cape St. Antonio bore N.W. $\frac{1}{2}$ N., distant 20 miles. Six a.m. Iviza Island Light bore S.E.b.S., distant 18 miles. Noon we got a smart breeze with an overcast sky, and flying showers.

Wind S.W. to S.S.E.; course N.E.b.E.: distance 107 miles.

Tuesday 15.—P.M. Fresh winds and cloudy sky. Four p.m. the weather had every appearance of becoming dirty. Six p.m. we double-reefed the main and fore sails. Eight p.m. the gale began to increase rapidly. Ten p.m. we took in the foresail, and double-reefed the fore staysail. Midnight we experienced tremendous squalls with thunder and lightning. Four a.m.

the squalls increased in violence, accompanied as before with thunder and lightning, and frequent heavy rain showers; this weather continued until eight o'clock when it somewhat moderated. Ten a.m. we set the foresail. Noon strong gales and clear fine weather.

Wind S.E.; course N.E.b.E.; lat. by obs. $41^{\circ} 46' N.$, lon. by obs. $2^{\circ} 34' E.$; distance 149 miles.

Wednesday 16—P.M. Very strong gales, with a heavy sea running. Four p.m. it moderated considerably, and we had fine clear weather. Eight p.m. light and variable winds set in, which continued until four a.m. with a nasty cross sea running. Six a.m. we shook out all reefs. Noon we got a steady moderate breeze, and fine clear weather.

Wind S.E. to S.S.E.; course N.E.b.E., lat. $42^{\circ} 10' N.$, lon. $2^{\circ} 23' E.$; distance 72 miles.

Thursday 17—P.M. Moderate steady breeze with remarkably clear weather. Four p.m. it became squally. Midnight we had strong gales and a very heavy cross sea; took in foresail and stowed it. Four a.m. it settled down for a regular hard blow, the sea rising with it. Five a.m. we took in the main trysail and fore staysail, set the fore storm trysail, and hove the vessel to. Noon, it continued blowing a very heavy gale, the vessel labouring much in the high and confused sea.

Wind S.S.E. to N.E.; lat. $41^{\circ} 46' N.$, lon. $4^{\circ} 18' E.$; distance 47 miles.

Friday 18—P.M. Blowing a strong gale, accompanied by a tremendous sea. Four p.m. it moderated, and the sea went down a little, we set the main trysail and fore staysail. Six p.m. Planier Island bore N.E. $\frac{1}{2}$ N., distant 10 miles. Eight p.m. we had clear moderate weather, which continued up to midnight. Two a.m. we hove to for daylight and a pilot. Seven a.m., the pilot boarded us, when we tacked and stood in for the harbour. Ten a.m. we got into Marseilles harbour.

Wind, N.E.; distance 42 miles.

Saturday 19.—Fine clear and warm weather, all hands employed in scraping and varnishing spars, painting the ship all round, and getting everything to rights during these twelve hours.

Sunday, 20.—In the harbour of Marseilles. A fine clear warm day throughout, with the wind at north.

Monday, 21.—Fine clear, warm weather, with light northerly winds.

Tuesday, 22.—Fine clear, moderate weather, with a smart breeze at N.N.W.

Wednesday, 23.—Smart breeze from N. N. W.

Thursday, 24.—P.M.:—Light airs and variable weather. Three p.m. unmoored ship, and towed out to sea, where we found a fine breeze from the Mistral quarter, which soon carried us out of sight of the Chateau d'If. Four p.m. made all sail, and stood away to the S.E. Eight p.m. strong breeze and cloudy weather. At midnight we had a glorious moon, and could see the land about Toulon dimly to the N.E. One a.m. light and variable winds and flying clouds; a nasty short jump of a sea on; evidently the nor-wester had blown itself out. Noon variable winds and clear weather.

Wind N.N.W., and variable; course S.E. by S.; lat. $47^{\circ} 59' N$; lon. $5^{\circ} 51' E$; distance 85 miles.

Friday, 25.—P.M. Light winds and cloudy variable weather throughout these twenty-four hours.

Wind S.E. to S.S.E.; course E.b.S., distance 59 miles.

Saturday 26.—P.M. Variable winds and cloudy weather. Four p.m. Toulon Lighthouse bore N.E. $\frac{1}{2}$ E., distant 6 miles: for the past forty-eight hours we had been hampered off Toulon by baffling winds—we seemed to whistle in vain for a fair one. Eight p.m. we tacked and stood to the southward, exchanged signals with the Peninsular and Oriental Company's steamer bound to Marseilles. Midnight winds light and variable. Four a.m. moderate breeze and clear weather, tacked ship and stood to the eastward. Noon clear fine weather.

Wind S.E. to S.b.E.; course S.: distance 68 miles.

Sunday 27.—P.M. Light airs and clear fine weather. Four p.m. we got a smart breeze, which continued throughout the night. One a.m. we overhauled and passed a large merchant schooner steering the same course. Two a.m. the snow covered mountains of Corsica were plainly to be distinguished on our starboard beam by the aid of a most brilliant moon. Six a.m. Cape Corso, the northernmost point of the Island of Corsica, bore E.S.E., distant 6 miles. Eight a.m. after rounding Corsica, we lost our fine westerly breeze and were becalmed. Noon we had light variable winds and clear fine weather.

Wind N. to W.; course E.b.S. $\frac{1}{2}$ S.: distance 132 miles.

Monday 28.—P.M. Light and variable winds;—fine, warm, clear weather, which continued throughout these twenty-four hours. Upon looking over the files of the *Morning Post* and *Bell's Life*, we had received at Marseilles, one could scarcely reconcile the lovely warm days we were enjoying with the shivering topics that engrossed our stay-at-home friends—viz., the "Weather and the Parks!"

Wind variable; course E.S.E.: distance 51 miles.

Tuesday 29.—P.M. Fine clear weather, the sky almost tropical, glorious moonlight at night, and the sea smooth as a mill pond; truly is the Mediterranean a splendid sea to cruise in. Running down the Italian coast at nine a.m. we heard the continual booming of the cannon at Gaeta; the first puff of powder burnt in anger that the good ship Diana had ever shoved her bowsprit through since the day she was launched. Noon clear temperate weather.

Wind N.; course S.E. $\frac{1}{2}$ E. distance 107 miles.

Wednesday 30.—P.M. Light and variable winds, and clear weather; quite suddenly from perfectly smooth water a sea sprung up that would have swamped a small boat, we had scarcely an air of wind, although outside the islands to leeward we saw a brig running north, with the wind at south; under double-reefed topsails. Two p.m. a very heavy swell broke heavily and wildly all around us, the wind rapidly increasing from south-east. Six p.m. it hauled up more to the eastward, still increasing, and we hauled down

two reefs in the mainsail, and stowed the foresail. Eight p.m. it blew a fresh gale, accompanied by a high and confused sea; the moon rose in splendour over the Gaeta hills, and revealed the wild scene around us with grand effect; the storm was howling away in its fury, lashing the heavy sea into wreaths of foam spray, that glittered as they fell like mimic lunar rainbows; our gallant little ship bore the brunt of the tempest's first rage nobly, but as it still increased in violence, we stripped and prepared her for the combat; took in the mainsail and jib, set the main storm trysail, and double reefed the fore staysail, lowered the boats out of the davits, stowed them on deck, and made everything snug for a regular hard blow. Midnight the gale was at its height, with a tremendous cross sea running, our brave little ship behaving splendidly; this weather continued until eight a.m., when the wind as suddenly moderated; we set the foresail, and began beating up the famous and beautiful Bay of Naples. At noon we had clear, fine, glorious weather.

Wind calm, and then N.E. to S.E.; course E.b.S.: distance 43 miles.

Thursday 31.—P.M. Strong breezes and clear fine weather; beating up the magnificent Bay of Naples. Four p.m. Mount Vesuvius bore north-east, distant 20 miles: we were six hours beating up the bay; spoke two steamers bound to Civita Vecchia. Nine p.m. let go our anchor in the bay, set the watch, and made all snug for the night.

Friday 1st, February to Monday 4th, we spent at Naples; and, for the benefit of brother yachtsmen cruising to this wonderfully beautiful bay, we may remark that we found Naples about the best port for replenishing stores in the Mediterranean; poultry in particular were uncommonly cheap; turkeys that in our home ports would fetch from 10 to 15 shillings, we obtained for three shillings, and other articles of consumption were proportionably reasonable; but in one branch of the cook's department we must admonish the roving "canvas back" to exercise caution about purchasing any supply, and that is Naples mutton! It is neither more nor less than middling goats' flesh, no doubt very good when nothing else can be got, but sadly out of place when compared with other excellent supplies.

Tuesday 5.—Eight a.m. Light winds and hazy weather; we were agreeably surprised this morning by a visit from the six-oared gig belonging to H.M.S. Hannibal, Captain Farquhar, who came on board, and in the most kind manner inquired if he could be of any service to us. And we here must state that, throughout the whole of our cruise in the Mediterranean, we experienced the same courtesy and kind attention from each and all the vessels of H. M. fleet. Got underway with a light air of wind.

Wednesday 6.—P.M. Light, variable winds, and hazy weather, which gradually cleared up, and we felt as if we were in a most delightful, moderate tropical climate. At 8 a.m. the island of Capri bore N. $\frac{1}{4}$ E., distant 20 miles.

Wind S.S.E. to S.b.E., distance 42 miles.

Thursday 7.—P.M. Moderate winds and cloudy weather. Eight p.m. there was a smart breeze and clear atmosphere. Midnight moderate and clear, tacked ship and stood to the eastward. Four a.m. there was a light

wind and clear fine weather, tacked ship again and stood to the southward. Noon we had moderate winds and fine clear warm weather.

Wind, E. to S.E. by S.; courses 1 p.m. S.E. $\frac{1}{2}$ S.; 5. p.m. S. by E.; midnight E.; 4. a.m. S. by W. distance 89 miles.

Friday 8.—P.M. Light and variable winds and fine, warm weather. Eight p.m. a smart breeze, accompanied by a thick haze. Midnight we tacked ship and stood to the southward. One a.m. we lowered the foresail, hearing the roar of a breaking sea approaching, which soon reached us, but it was not until four a.m. that the sirocco set in, which it did with a strong breeze and clear weather. Six a.m. we hauled down two reefs in the mainsail, and two in the fore staysail. Eight a.m. it blew a strong clear gale. Ten a.m. we close-reefed the mainsail, and at noon it blew a very hard gale, with a heavy sea running.

Wind S.E. to S.S.E.; course E.; distance 72 miles.

Saturday 9.—P.M. Blowing a heavy gale, with a very nasty cross sea running. This weather continued until four p.m. when, although only fifteen miles from the Straits of Messina, we were forced to bear up, and run for shelter under Stromboli's burning mountain. Of this volcano it is said by many that an underground communication exists between it, Vesuvius, and Etna. This statement, however, we had neither opportunity nor inclination to investigate. Eight p.m. we hauled down, and stowed the mainsail, and set the main storm trysail. We observed that the vessel drifted about one knot an hour to the westward. Midnight the sirocco continued, and very minute ashes fell constantly on the decks as we lay hove-to under Stromboli. Four a.m. the wind gradually lulled, and the sea went down. Eight a.m. we shook out all reefs, the weather very moderate. Ten a.m. we were off the eastern end of Stromboli, when it fell a calm, which continued until noon.

Wind S. to S.b.E.; hove-to off the island of Stromboli.

Sunday 10.—P.M. Calm, clear weather, and a lovely warm day. Midnight a very light breeze sprang up from the northward. Eight a.m. the wind veered round to the south, and blew light and steadily. At a little little after noon we entered the Straits of Messina Bay. We had hardly done so when a boat from H.M.S. *Terrible* boarded us, with a request that we would come to an anchor under her guns, as the fort still held out for the King of Naples, which it continued to do until the news arrived of the termination of the siege of Gaeta.

Monday 11.—P.M. At anchor in Messina Bay, under the guns of H.M.S. *Terrible*. Four p.m. the sirocco blew fiercely, and continued to do so until eight p.m.; so strongly did it rage that it was with the utmost difficulty we could get back to the yacht from the shore in the cutter. At eight o'clock the sirocco moderated greatly. Six a.m. hove up anchor, and stood out of Messina Bay to the southward, meeting a very heavy sea, caused doubtless by the strong gales that blew whilst we were snugly at anchor. Eight a.m. we had a smart nor'-wester, which continued until noon.

Tuesday 12.—P.M. Smart breeze and clear fine weather. Four p.m. we

were off Cape Spartivento, with our squaresail set, and running along dead before the wind: suddenly we were taken all aback, and the squaresail hove flat against the mast, and we could see a large schooner right ahead coming down upon us, whilst at the same time four or five vessels that we had run past south of Messina, were coming up with us astern, having the wind all away from the north-west. The trend of the land appears seriously to affect the wind off this part of the Italian coast. Eight p.m. we had light winds at E.N.E., and could barely lay our course. Midnight we had light airs and clear weather, which continued until noon.

Wednesday 13.—P.M. Light airs and clear fine weather prevailed during these twenty-four hours. Six a.m. the Island of Corfu bore E.N.E., distant 30 miles. Noon the weather was clear and fine, with a strong breeze at north, and very smooth water, the vessel going nine knots by the patent log, and steering for Cape Bianco, the southern point of the Island of Corfu.

Thursday 14.—P.M. Strong northerly winds. Three p.m. passed a number of ships running to the S.W. down channel. Four p.m. with a strong breeze and fine clear weather, we beat up the Channel between Albania and Corfu, and at 9 a.m. let go our anchor in Corfu Roads, set an anchor watch, and made all snug for the night. From this date until the 7th of March we staid cruising about Corfu, having met with an old friend in the garrison, we made a party for a cruise up the Adriatic to the Gulf of Valona. We found excellent anchorage at the head of this gulf at the south-west corner, where we enjoyed some excellent duck shooting: we were too late for the woodcock shooting, of which we had heard much.

Thursday, March 7.—At eight a.m. hove up our anchors and sailed from Corfu with a light N.W. breeze and fine clear weather. Ten a.m. we had very light and variable winds, which barely enabled us to crawl down the Corfu Channel. This weather continued until noon.

Friday 8.—P.M. Light winds and clear weather. Six p.m. had a smart breeze and cloudy sky, wind at N.W., but a heavy bank of clouds rising in the eastern board. Eight p.m. the clouds were massed heavily over the Albanian coast. At midnight the winds were light and variable until four a.m. when we got the wind from N.E. Eight a.m. moderate breezes and fine weather, which continued until noon, bound away for Malta.

Wind from N.W. to S.E.; course S.W.-b.W.; lat. $38^{\circ} 23'$, lon. $18 17'$: distance 108 miles.

Saturday, 9.—P.M. A strong breeze and passing showers, the sea rising very fast. Two p.m. double reefed the main and fore sails. Five p.m. we took in the jib and lowered and stowed the foresail. Seven p.m. we hauled down the mainsail, bent and set the main storm trysail. Eight p.m. it blew a hard gale, with a very heavy sea running. Midnight, the gale continued, we double reefed the fore staysail. Two a.m. we experienced tremendous squalls, accompanied by torrents, the vessel running eight knots, under reduced storm canvas. Eight a.m. the weather looked very bad indeed, with a tremendously heavy sea running. At noon the gale still continued, but the sky cleared up all round; we passed a large brig steering the same course.

under close-reefed main and fore topsails. Speed, under reduced canvas, at noon, we found by patent log, to be nine knots. Mount Etna, in Sicily, bore N. W., distant 30 miles.

Wind E. S. E. to E. N. E.; course W. S. W.; lat. by obs. $36^{\circ} 50' N.$; lon. by obs. $15^{\circ} 18' E.$ distance 185 miles.

Sunday, 10.—P.M.: Strong gales and clear weather. Four p.m. moderate and fine. Six p.m. the wind became light and variable. The north-west end of the Malta Island bore W. b. S. distant 20 miles. At midnight it fell calm. Two a.m. a strong breeze sprang up from the north. Malta Harbour Light bearing W. S. W., distant 12 miles. Three a.m. we hove the vessel to. At 4h. 30m. a.m. kept away for the harbour; and at seven we let go our anchor in Malta Harbour.

Wind, N. to N. E.; course S.W. by W.; distance 55 miles.

We remained at Malta from the 10th until the 14th of March.

Thursday, 14.—Ten a.m. hove up our anchor and stood out of Malta Harbour, with a fresh breeze and clear fine weather, that lasted until noon.

Friday, 15.—P.M. The wind increased rapidly, when we bent and set the main and fore storm trysails, and double reefed the fore staysail. Two p.m. we had a very strong breeze dead on end, and every prospect of a long turn to windward. At 2h. 30m. p.m. Mr. Walker in a sudden lurch, was knocked overboard, but immediately regained the deck unhurt. At 5 p.m. the wind backed round to the N.E., when we tacked ship to the westward. There was a very heavy head sea on, the vessel labouring heavily from the weight of it. Six p.m. the weather looked very dark and cloudy, and both wind and sea increased. Eight p.m. we took in the fore storm trysail. At midnight we had a regular hurricane, with the night as black as a thunder cloud. Four p.m. the storm still raging, we bore up and ran back; and at 11 a.m. again let go our anchors in the shelter of Malta harbour.

We remained at Malta until the 22nd of March.

Friday, 22.—7 A.M., Light and variable winds, with clear weather; hove up our anchors and stood away to the westward bound for Gibraltar. Noon fine clear weather.

Saturday, 23.—P.M. A steady breeze but thick hazy weather. Midnight we tacked and stood to the N.E. Four a.m. the weather was moderate and clear: tacked ship and stood to the westward; the same weather continued until noon.

Wind W.S.W. to N.W.; course N.W. $\frac{1}{2}$ W. distance 96 miles.

Sunday 24.—P.M. Weather moderate and clear. At six p.m. we had a smart breeze, and the sky became overcast, which weather continued throughout these twenty-four hours. Eight a.m. the Island of Pantellaria bore S.W. $\frac{1}{2}$ S.: distant 20 miles.

Wind S.E. and calms; course N.W.b.W. $\frac{1}{2}$ W.: distance 123 miles.

Monday 25.—P.M. A strong breeze and cloudy weather. Two p.m. Cape Ion, at the entrance to the Gulf of Tunis, bore S.S.W.; distant 12 miles. Four p.m. the wind freshened very fast, and the sea rose rapidly. Six p.m. we reefed the foresail and fore staysail. Midnight it blew very hard, but

fine clear atmosphere. Four a.m. we had a regular hard gale of wind, accompanied by a tremendously heavy sea; we reefed the main storm trysail. Noon it still continued, but there was not quite so much sea.

Wind S.S.E. to S.E.; course N.W. $\frac{1}{4}$ W.; lat. $37^{\circ} 40'$, lon. $6^{\circ} 34' 30''$ E.; distance 123 miles.

Tuesday 26.—P.M. Wind gradually decreasing, and the sea going down. Two p.m. the wind fell still more, and 4 p.m. it was a flat calm, the vessel labouring heavily in the sea. Five p.m. a strong breeze sprang up from the westward, with cloudy weather, and a confused sea, which continued until eight a.m., when the breeze moderated. Noon the same weather.

Wind E.S.E. to W.b.N.; course W.b.N., lat. $38^{\circ} 7' N.$, lon. $5^{\circ} 31' 15'' E.$; distance 64 miles.

Wednesday 27.—P.M. Moderate breezes and cloudy sky. Eight p.m. we had strong winds, accompanied by flying showers, which continued until midnight, the wind northering. Two a.m. we tacked ship, and stood to the westward. Four a.m. the wind increasing, we took in and stowed the forestorm trysail. Eight a.m. double-reefed the main storm trysail, and close reefed the fore staysail. At noon we experienced a very strong gale, and a high and confused sea.

Wind W.b.S. to N.b.W.; course W.N.W.; lat. by obs. $38^{\circ} 20' N.$, lon. by obs. $5^{\circ} 0' E.$; distance 44 miles.

Thursday, 28.—P.M. We had very strong winds and clear weather. Two p.m. the wind and sea went down considerably. Four p.m. light winds and clear weather which continued until eight a.m. when it again began to blow. Ten a.m. we had a strong gale with a very heavy head sea. Noon we close reefed the main storm trysail and fore staysail.

Wind, N.W. to S.W.b.W.; course W.S.W.; lat. by obs. $38^{\circ} 21' N.$, lon. by obs. $4^{\circ} 20' E.$; distance 36 miles.

Friday (Good Friday), 29.—P.M. Blowing a heavy gale from S.W. We hove the vessel to under the fore storm trysail, making a drift of one mile per hour to the northward. Eight p.m. the weather still continued very dark and stormy. Midnight we had thunder and lightning, accompanied by tremendously heavy squalls and showers of rain. Four p.m. the squalls got lighter, and the sea went down. Eight a.m. the weather cleared up fine, with a moderate breeze from N.W.; we set the double reefed main storm trysail and fore staysail to steady the vessel in the cross sea, and remained hove to until noon.

Wind S.W. to N.W.; course (hove-to), lat. $38^{\circ} 0' N.$, lon. $3^{\circ} 40' E.$

Saturday 30.—P.M. Strong gales from W.N.W., accompanied by a very heavy sea. Four p.m. we tacked ship and stood to the westward. Eight p.m. the storm increased and the sky became very dark and threatening; there was very vivid lightning in the S.W. Ten p.m. we tacked ship and stood to the southward and westward. Four a.m. the wind moderated, the sky still cloudy. Eight a.m. it became clear and fine, with a light breeze from N.N.W., which continued until noon.

Wind W.b.N. to N.N. W.; course S.W.; lat. $38^{\circ} 50' N.$, lon. $3^{\circ} 3' 30'' E.$; distance 48 miles.

Sunday 31, (Easter Sunday).—P.M. Variable winds and cloudy weather. Four p.m. we experienced some heavy squalls. Midnight the weather was moderate and sky clear. Two a.m. we tacked ship and stood to the northward. Four a.m. we had light winds and clear weather. Eight a.m. a strong breeze sprang up, and the sky became overcast. Ten a.m. we hauled down two reefs in the fore staysail and one in the foresail. Noon the wind increasing, we took in and stowed the foresail.

Wind variable from W. to W.S.W.; course S.W.b.W.; lat. $37^{\circ} 50' N.$, lon. $2^{\circ} 28' E.$; distance 61 miles.

Monday, April 1.—P.M. Strong gales and thick overcast weather, the sea running heavily. Two p.m. we took in two reefs in the main storm trysail, close reefed the fore staysail, and hove the vessel to. Four p.m. it blew a severe gale, the atmosphere clear and dry: this weather continued until midnight when the breeze went down. Four a.m. we shook out all reefs; and at eight a.m. the weather was calm and clear. Noon a light air sprang up from the S.E.

Wind W.S.W., a strong gale succeeded by calm. Vessel hove-to, and towards morning becalmed; lat. $38^{\circ} 15' N.$, lon. $1^{\circ} 50' E.$

Tuesday 2.—P.M.: Light breeze from S.E. and fine clear, warm weather. Eight p.m. the sky became overcast and a thick haze prevailed, which continued until midnight. Four a.m. we set the square sail and bowled along dead before it. Noon we had a steady moderate breeze.

Wind, E.S.E. to E.N.E.; course, W. $\frac{1}{2}$ S.; lat. by obs $37^{\circ} 51' N.$; lon. by obs. $1^{\circ} 15' E.$; distance 83 miles.

Wednesday 3.—P.M.: Moderate breeze and cloudy sky. Eight p.m. the wind became variable, which continued until four a.m., when it again became steady and fresh; Cape Tinoso Light, on the Spanish coast, near Carthage bearing N. by W., distant eighteen miles. Noon we had fresh breezes and clear weather.

Wind, E., and then variable; course, W. by S.; lat. by obs. $36^{\circ} 36' N.$; lon. by obs. $2^{\circ} 36' W.$; distance 99 miles.

Thursday 4.—P.M.: Strong breeze and clear fine weather. Four p.m., Cape de Gata, on the Spanish coast, bore N.E., distant ten miles. Midnight it fell calm. Four a.m. we got a light breeze from S.W., the weather dull and cloudy, continuing so until noon.

Wind, E. to S.W.; courses, W. by S., lat. by obs. $36^{\circ} 46' N.$, lon. by obs. $4^{\circ} 16' W.$; distance 109 miles.

Friday 5.—P.M.: Light wind, almost calm, and thick hazy weather, vessel making very little progress these twenty-four hours.

Wind, S.E., variable, and then calm.

Saturday 6.—P.M.: Moderate breezes and clear fine weather, which continued until midnight, when it fell calm. Eight a.m. we got a light air of wind, Europa Point bearing W.S.W., distant twelve miles. Noon we let go our anchor in Gibraltar Bay, and proceeded to visit "Rock Scorpions."

We remained in Gibraltar Bay from Saturday, the 6th, until Monday morning, the 8th April.

Monday 8.—Eleven a.m.: Got under weigh from Gibraltar, and stood out through the straits, with a light air of wind. Noon, nearly calm, and thick fog.

Tuesday 9.—P.M.: Light and variable winds, and foggy weather. Midnight there was a flat calm. Four a.m. we had strong breezes and fine clear weather. Tarifa Light bore north, distant seven miles. Noon it again fell calm, Cape Trafalgar bearing E. by N, distant twenty miles.

Wind, N. by W., and calm; distance 18 miles.

Wednesday 10.—P.M.: Calm, clear weather. Four p.m. a breeze sprang up from N.N.W. Eight p.m. we had a smart breeze and clear weather. Ten p.m. it fell calm. Midnight a light breeze sprang up from the W.N.W. when we tacked ship and stood to the northward. Eight a.m. a strong breeze set in from the N.E., when we double-reefed the mainsail and took in the jib. Noon strong winds and fine clear weather.

Wind, N.N.W. to N.E.; course W.; lat. by obs. $36^{\circ} 41'$, N., lon. by obs. $7^{\circ} 56'$, W.; distance 96 miles.

Thursday, 11.—P.M.:—Strong breezes and fine clear weather, which continued until four a.m., when Cape St. Vincent bore N.N.W., distant twelve miles. Eight a.m. the wind moderated, the weather still continuing fine, Cape St. Vincent bearing south, distant seven miles. Noon we again got a strong breeze the weather fine and clear.

Wind, S.E. to N. by E.; course, N.W. by N. $\frac{1}{2}$ N., distance 86 miles.

Friday 12.—P.M.: Fresh breeze from the northward, with fine clear weather; we tacked ship, and stood to the N.E. Eight p.m., the wind continuing the same, we tacked again, and stood to the N.W. Midnight we had fresh breezes, and clear weather. Four a.m. the wind veered to the eastward. Eight a.m. we experienced strong winds, the Rock of Lisbon bearing N.E. by N., distant eighteen miles; at noon moderate, fine weather.

Wind, N., N. by E.; courses, N.E. by E. Five a.m. N.N.E.; distance 115 miles.

Saturday 13.—P.M.: Light winds and clear fine weather. Six p.m. we tacked ship and stood to the N.W. Eight p.m. we had strong breezes, and the Burling Islands Light, on the coast of Estremadura, bore N.N.E., distant eight miles. Two a.m. we tacked ship, and stood to the eastward. Noon finished with strong breezes and clear weather.

Wind, N. by W. to N. by E.; course, N.E., lat. by obs. $4^{\circ} 01'$, N.; lon. by obs. $9^{\circ} 34'$, W., distance 92 miles.

Sunday 14.—P.M.: Strong winds and fine clear weather. Six p.m. heavy nor-wester set in, with a tremendous cross sea running; we stowed the mainsail, and bent and set the main storm trysail. Eight p.m. we took in and stowed the foresail. Midnight we close reefed the fore staysail, and hove the vessel to on the starboard tack; this gale continued the remainder of the twenty-four hours, the vessel making a drift one mile per hour to the S.W.

Wind, N. by W. to N.W.; course, one p.m., N.E., and hove-to from midnight; lat by obs. $40^{\circ} 20'$, N.; lon. by obs. $9^{\circ} 58'$, W., distance 30 miles.

Monday, 15.—P.M.: Strong gale from the north and westward. Two p.m. we set the foresail with three reefs in. Four p.m. we tacked ship and stood to the eastward, the wind veering E. Eight p.m. it became moderate and cloudy; we tacked again and stood to the N.W. Five a.m., the weather being moderate and clear, we shook out all reefs. Eight a.m. a heavy swell set from the northward. Noon it fell calm.

Wind, N. by W. to E.; courses, one p.m., E.N.E., eight p.m. N.N.W. four a.m., N.N.E.; lat. by obs. $40^{\circ} 56'$, N.; lon. by obs. $9^{\circ} 48' 30''$, W.; distance 41 miles.

Tuesday, 16.—P.M.: Light easterly winds and fine, clear weather. Four p.m. we tacked and stood to the westward. Eight p.m. weather moderate and clear; we tacked and stood to the N.E. Midnight it was flat calm and thick, hazy weather. Four a.m. light variable winds. Eight a.m. light airs from the southward. And at noon moderate fine, clear weather.

Wind, from N. to S.W.; courses, one p.m. N.E. by N., five p.m. W., nine p.m. N.E., by E., four a.m. N. by E.; lat. by obs. $41^{\circ} 45'$, N.; lon. by obs. $9^{\circ} 30'$, W.; distance 50 miles.

Wednesday 17.—P.M. A slight breeze from the S.E., the weather clear and fine. Seven p.m. it fell flat calm, which continued until three a.m., Salvator Island Light bearing N.E.b.E., distant 12 miles. Four a.m. a light breeze sprang up from the S.W. Eight a.m. the breeze increased. Noon Cape Finisterre bore N.E., distant 15 miles.

Wind S.E. to S.W.; course N.E.b.E.; distance 65 miles.

Thursday 18.—P.M. Light and variable winds prevailed throughout these twenty-four hours. Eight p.m. the Cisaryas Island Light bore S. $\frac{1}{2}$ W., distant 7 miles.

Wind S.W.; course N. $\frac{1}{2}$ E.; lat. $43^{\circ} 54'$ N., lon. $8^{\circ} 54'$ W.; distance 60 miles.

Friday 19.—P.M. Light winds and clear weather. Four p.m. a heavy swell began setting from the eastward. Eight p.m. the breeze freshened, and the sky became dark and threatening; it gradually increased until eight a.m., when we had a strong gale, and a foretaste of the "bay" weather; we reefed the main and foresails. Noon, the gale still increasing we took in the main sail and jib, set main storm trysail, and double reefed the foresail.

Wind E.b.S.; course N.E. $\frac{1}{2}$ E.; lat. $45^{\circ} 48'$ N., lon. $8^{\circ} 28'$ W.; distance 121 miles.

Saturday 20.—P.M. Very strong gales and clear weather. Three p.m. took in the foresail. Eight p.m. the wind increased rapidly, and there was a very heavy sea running. This weather continued until midnight, the gale still increasing. Four a.m. we double-reefed the main storm trysail and foresail, and hove the vessel to in the Bay of Biscay. Eight a.m. a hard Biscay gale, with a tremendous sea, which continued until noon.

Wind E. to E.N.E. Hove to in the Bay of Biscay; lat. $47^{\circ} 5'$ N., lon. $8^{\circ} 30'$ W.

Sunday 21.—P.M. The gale continued throughout these twenty-four hours from the E.N.E.; the vessel lying to under her storm trysail, making a drift of one mile per hour to the north and westward.

Wind E.N.E. Hove to in the Bay of Biscay; lat. $47^{\circ} 11' N.$, lon. $9^{\circ} 16' W.$

Monday 22.—P.M. Gale still continued with great severity. Three p.m. set the close-reefed main storm trysail and fore staysail. Eight p.m. wore ship and laid her head to the south-east; the same weather continued until noon.

Wind N.E.b.E. to N.N.E. Still hove-to; lat. $47^{\circ} 5' N.$, lon. $8^{\circ} 27' W.$

Tuesday 23.—P.M. Strong gale still continued, with clear weather; wore ship and laid her head to the north-west. Eight p.m. again wore her, and laid her head to the north-east. Midnight it blew a regular hurricane, the weather very dark and cloudy: this weather continued up to noon.

Wind N.N.E. Still hove to in the Bay; lat. $47^{\circ} 24' N.$, lon. $8^{\circ} 25' W.$

Wednesday 24.—P.M. Heavy gale and clear weather. Midnight we wore ship and laid her head to the northward. Four a.m. the wind began to moderate, and continued to do so until noon, when it became light and variable, very high and confused sea,

Wind N.N.E.; hove to in the Bay of Biscay: lat. by obs. $47^{\circ} 36' N.$, lon. $8^{\circ} 9' W.$

Thursday 25.—P.M. Moderate breeze and clear weather. Two p.m. set the double-reefed foresail and jib. Eight p.m. shook out the reefs and fore staysail. Midnight the weather was moderate and clear, and continued so until noon, when it was nearly calm.

Wind E.b.N.; lat. $48^{\circ} 43' N.$, lon. $8^{\circ} 34' W.$

Friday, 26.—P.M. A light breeze from E.N.E. and fine clear weather. Four p.m. we tacked and stood to the northward; the same weather continued throughout these twenty-four hours. At noon we tacked and stood to the eastward.

Wind E.N.E.; course S.E.b.E.; lat. by obs. $49^{\circ} 36' N.$ lon. by obs. $8^{\circ} 52' W.$; distance 53 miles.

Saturday, 27.—P.M. Light winds and hazy weather. Eight p.m. tacked ship and stood to the northward. Midnight we had light and variable winds and cloudy sky. Four a.m. the breeze freshened and the sky became dark and overcast. At noon we had a moderate breeze.

Wind N.E. to E.b.N. course E b.S distance 83 miles.

Sunday, 28, —P.M. Afresh breeze and cloudy, overcast sky. Six p.m. the wind freshened up very quickly; we took in two reefs in the foresail and fore staysail, and one in the mainsail. Seven p.m. we took in the jib. Eight p.m. we took in the mainsail and stowed it, and set the main storm trysail. At midnight it blew a hard gale, with very thick weather. Four a.m. we tacked ship and stood to the northward. Eight a.m. the weather was moderate and clear. Ten a.m. tacked ship and stood to the eastward. At noon we had very light and variable winds and clear weather.

Wind N. to N.E.b.E. course N.E.: distance 111 miles.

Monday, 29.—P.M. Moderate breezes and clear weather. Eight p.m. the

wind increased; we sighted Tuskar Rock Light, off the coast of Ireland N. by E, distant 10 miles. At midnight this light bore W. by N. distant 18 miles. Four a.m. we had smart breezes and cloudy weather. Eight a.m. we tacked and stood to the N.W. shortly after which we made Bardsey Island off the Welsh coast, bearing E. distant 12 miles. At noon we had light breezes and clear weather.

Wind N.W. to N.N.E.; course N.N.E.; distance 129 miles.

Tuesday, 30.—P.M. Light winds and cloudy weather. At 2 p.m. it fell calm, which continued until four, when a nice breeze sprang up from the westward. At midnight the wind again fell light and the weather was clear. Eight a.m. we got a smart breeze, and sighted the Isle of Man bearing E.S.E. distant 20 miles.

Wind N.W. and calm; course N.E.b.N.; distance 71 miles.

Wednesday, May 1st.—P.M. Light winds and cloudy weather. Eight p.m. the South Coast Rock off the coast of Down bore N.W., distant 8 miles. At midnight we had moderate breezes and cloudy weather; Copeland Island Lights bore N.N.W., distant 10 miles. Four a.m. the breeze freshened, with clear atmosphere. We sighted the Craig of Ailsa, bearing N.E.b.N., distant 20 miles. Eight a.m. smart breeze and clear weather, Pladda Island at the south end of Arran bearing N.N.E., distant 15 miles.

Wind N.W., and variable; course N.N.E.; distance 92 miles.

Thursday, 2.—P.M. Moderate breeze and fine clear weather. Five p.m. ran through the Sound of Cumbrae, and at 8 p.m. let go our anchor in Gourock Bay again.

Log signed.—J. DUNNAN, *First Mate*.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this institution was held on Thursday, February, 5th at its house John-street, Adelphi, Thomas Chapman Esq, F.R.S., V.P., in the chair. There were also present Lord Henry Cholmondeley; Captain Sir Edward Perrott, Bart.; Admiral M'Hardy; Admiral Sir G. Sartorius; Colonel Palmer, High Sheriff Elect of Essex; Admiral Washington, F.R.S. Hydrographer of the Admiralty; Alexander Boetefeur, Esq.; Admiral Bullock; Captain J. R. Ward, M.N., inspector of life-boats to the institution; and Richard Lewis, Esq., the secretary. A letter was read from the Archbishop of Canterbury, expressing the pleasure he experienced in becoming a Vice-President of the institution.

A reward of 12*l*. to the crew of the life-boat stationed at Braunton, North Devon, for putting off on the 1st ult, and rescuing, during a gale of wind, the master, his wife, and eighteen of the crew of the ship *Louisa* of Bristol. The vessel was being towed over Bideford bar by two steam tugs in a very heavy sea, when the towing ropes parted, and the ship drifted headlong amongst the breakers, and afterwards became a total wreck. The life-boat was said to have behaved admirably on the occasion.

7L 10s. were also granted to the crew of the life-boat of the society at Broughty Ferry, near Dundee, for putting off and saving the crew of three men from the *Ketch Neuha*, of Berwick-on-Tweed, which was totally wrecked during foggy weather on the Abertay Sandbank, River Tay, on the 4th ult. This valuable life-boat is called the *Mary Hartly*, after a lady of that name resident in Exeter, who had zealously collected from her friends and others the cost of the boat.

8L 15s. were also voted to the crew of the institution's life-boat stationed at Lytham for going off in reply to signals of distress from the bark *Rubin* of Liverpool, which, during a fearful gale of wind was totally wrecked on the Salthouse Sand-bank on the 21st ult. The life-boat had to be conveyed, on her transporting carriage, a distance of five miles to windward of the wreck, when she was at once launched and succeeded, amidst heavy seas, in rescuing the shipwrecked men, and in bringing them ashore amidst the cheers of a large concourse of spectators. This valuable life-boat has been the means, during the past few months, of rescuing the lives of thirty-nine shipwrecked persons.

Voted also 18L 10s. to the crew of the Pakefield life-boat, which is in connection with the institution, for putting off and rescuing the crew of thirteen men from the bark *Bonnie Dundee* of Dundee, which, during a gale of wind, was totally wrecked on the Newcombe Sand on the Suffolk Coast on the 25th ult.

A reward of 25L to the crew of the Caister large life-boat of the institution for putting off and saving from a boat the crew of five men of the schooner *Kezia*, of Sunderland, which, in a very heavy sea, had struck on the Barber Sand on the Norfolk Coast on the 15th ult.

Also 25L was likewise granted to the crew of the Caister life-boat for putting off on the 21st ult., in reply to signals of distress from the schooner *Emily*, of London, which had stranded on the Scroby Sands during stormy weather and heavy seas. The life-boat crew succeeded, with the assistance of a steam-tug, in taking her and her crew of three men safely into Yarmouth harbour.

Also 4L 10s. to the crew of the Moelfe (Anglesey) life-boat of the institution for putting off and saving the crew of three men from the smack *St. Patrick*, of Bangor, which, during a gale of wind, was observed in a perilous position in Red Wharf Bay, near the scene of the fearful wreck of the *Royal Charter*. Fortunately, the smack held by her anchor through the night, and the next morning the life-boat again put the men on board their vessel, which afterwards proceeded on her voyage.

Also 6L 10s. to the crew of the Holyhead life-boat, for putting off and rendering important services to the bark *Medea*, of Liverpool, which was observed to be dragging her anchors during a heavy gale of wind near Fyr-ryhn Point, on the Anglesey coast, on the 20th ult. The life-boat fortunately arrived alongside in time to slip the vessel's chains, and run her on to the sands, instead of the rocks upon which she was fast driving.

7*l*. 10*s*. were also voted to pay the expenses of the society's life-boat at North Berwick, in putting off on the 29th ult., and rescuing from inevitable destruction the fishing boat Elizabeth of that place, and her crew of three men. She was observed to carry away her mast during a heavy squall, and to be in imminent danger of drifting upon the rocks and being dashed to pieces.

13*l*. 12*s*. 6*d*. were ordered to be paid as expenses on the institution's life-boats at Yarmouth, Caister, Porthcawl, Pakefield, Southport, Selsey, and Blakeney, in putting off in replies to signals of distress from vessels which did not however, ultimately require the services of the life-boats. The life-boats of the institution had behaved admirably throughout the late fearful gales; not a single accident happened either to the boats or their gallant crews. It is hardly possible to conceive what some of these noble fellows endure in this humane service. At the signal of distress from a disabled ship, they often turn out from their beds at midnight to do battle with storms, whose force, combined with terrific seas, were enough to appal and alarm any man.

The Silver Medal of the institution was presented to Mr. William John, farmer, in acknowledgment of his gallant conduct, in rushing into the surf and assisting to rescue, at great risk of life, the crew of twelve men from the Russian bark Henri Sorensen, which, during a gale of wind, was wrecked on Breakwater Point, Glamorgan, on the night of the 19th ult.

The Society also voted 3*l*. to three other men who had laudably assisted Mr. John on this occasion. Rewards amounting to 19*l*. were granted to the crews of various shore boats for their valuable services during the late stormy weather, in rescuing twenty-two lives from different wrecks on our coast. Interesting reports were read from the inspector and assistant inspector of life-boats of the institution on their recent visits to its life-boat establishments on various parts of the English coast. During the past month the institution had stationed two new life-boats on the coast—one at New Brighton, near Liverpool, and the other at Newhaven, in lieu of a smaller boat which had been previously stationed at the latter place.

A grand demonstration had taken place at Liverpool on the occasion of the launch of the New Brighton life-boat, and it was supposed that between 50,000 and 60,000 persons had turned out to witness the interesting proceedings.

During the late fearful gale on the Lancashire coast the life-boat house of the institution at Fleetwood had been completely carried away, owing to the force of the wind and the extraordinary high tide. The life-boat house at Southport was also seriously damaged during the same violent gale. A life-boat on the plan of the institution had just been forwarded by the life-boat builders, Messrs. Forrest, to New Zealand.

The following legacies to the institution were reported at the meeting:—10*l*. from the late Mr. Thomas Robinson, commercial traveller, of Manchester; 210*l*. from Mr. J. Jolly, farmer, of Enstone; and 500*l*. from Mr. A. Venables, of Worcester. Payments amounting to 1,240*l*. having been made on various life-boat stations, the proceedings terminated.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Cork Yacht Club.—On the 5th of February a general meeting of the members took place at the Club house, Queenstown, for the purpose of fixing the time for holding the Cork Harbour Regatta for 1863, and making all necessary preliminary arrangements. In the absence of Admiral French, the chair was taken by Mr. Sampson French. The secretary read letters he had received from the secretaries of the Royal Northern and Royal Irish Yacht Clubs, after which it was unanimously passed that the Regatta shall take place on Wednesday and Thursday July 22nd and 23rd. After the subject of Shifting Ballast had been discussed, the following resolution proposed by J. C. Atkins, Esq. and seconded by W. B. Hoare, Esq., was unanimously carried:—"That we think it is desirable to make a rule prohibiting all yachts sailing in a race from carrying shot bags, &c., and that if the Royal Thames Yacht Club adopt it we shall also do so."

Royal Western Yacht Club of Ireland.—The following new members have been enrolled within the last two months, viz :—H. F. Smith, Amazon, 46 tons ; E. Connor, Tralee ; M. O'Connor, Querida, 8 tons ; D. Fulton, Glide, 14 tons ; H. S. Burton, ; T. Dawson, Waterwitch, 19 tons ; J. Lear, Plover, 22 tons ; G. C. Evans, ; Captain D. B. Wire, Elsie, 32 tons ; T. Clarke, Cork ; J. Lancaster, Screw Steamer Deerhound, 190 tons ; C. E. Poole, Cutter, Zuleika, 12 tons ; J. G. Rake, Bristol, Captain F. Barry, Dungarvan ; H. Gruning, Screw Steamer Rifleman, — tons, R. Barklie, Dublin, and C. C. Lynch, Fairy, 10 tons.

REGATTAS AND MATCHES.

- April 1.—Oxford and Cambridge Eight Oared Race from Putney to Mortlake.
 2.—Prince of Wales Yacht Club Opening Trip from Blackwall at 3 p.m.
 3.—Temple Yacht Club Opening Trip—Charlton
 6.—Cannes Regatta, South of France
 May 11.—Southampton Amateur Regatta
 11.—Temple Yacht Club Sailing Match, close May 4.
 21.—Norfolk and Suffolk Yacht Club Opening Trip.
 June 18.—Norfolk and Suffolk Yacht Club Match at Cantley.
 18.—Royal Western Yacht Club Regatta, (Ireland,) Queenstown
 26.—Royal Mersey Yacht Club Regatta.
 July 7.—Royal Northern Yacht Club Regatta at Dunoon.
 16.—Norfolk and Suffolk Yacht Club Regatta at Wroxham
 22.—Royal Cork Yacht Club Regatta at Cork.
 Aug. 6.—Norfolk and Suffolk Yacht Club Regatta at Oulton.

All Communications to be addressed to 6, New Church Street, N.W., Lond

HUNT'S YACHTING MAGAZINE.

APRIL, 1863.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXVIII.

HAVING now gone pretty well through the various details of a yacht previous to her leaving the stocks, I shall next endeavour to draw attention to the several matters connected with the noble pastime which we so peculiarly claim as our own, and in which no other country can rival us. The greater portion of what I have already written applies more particularly to that department which may be termed the Nautical Turf; as treating upon the best methods of bringing yachts out properly fitted for the purpose of successfully contending in races; the succeeding chapters I shall devote to the establishment of a yacht afloat, and in doing so will endeavour to show that the cruising and racing can be combined, without entailing any serious inconvenience by interfering with the usual routine, or causing any diminution to the personal comfort of those on board.

The general impression about a racing yacht is, that to be eminently successful, she must be entirely devoted to that pursuit, and that nearly all the essentials necessary for the personal comfort of

* Continued from page 244, vol. xl.

the owner and his friends on board, must, if not entirely be dispensed with, be at least considerably abrogated. Instances may be multiplied no doubt in which such has been the case heretofore, where yachts have been almost entirely denuded of their cruising fittings, and proceeded from port to port, and regatta to regatta, in charge of their crews alone; owners and friends availing themselves of land transit to join them at the various contests they might be engaged in; but seldom proceeding in them until the racing season was over, when racing canvas being replaced by cruising suits of more moderate dimensions, they become the staid, quiet going craft, clipped of their wings, and more capable of contending with the varieties of weather to be encountered around our coasts, or on a voyage to the Mediterranean.

Such craft have enjoyed the reputation of mere racing-machines, but our experience of them tends to show that much exaggeration has existed with respect to them, and their performances during heavy weather, whilst engaged in match sailing, goes far to prove that if handled with the same care and attention whilst cruising, the results would establish a confidence in them as to their seagoing abilities, the doubt of which has hitherto caused them to be looked upon in the light of dangerous, wet, and uncomfortable vessels. A great deal of the erroneous impressions entertained under this head, is due to the fact that we looked upon yacht racing as being an exhibition of dare devil hardihood, that yielded to no obstacle in the shape of wind or sea; that vessels must be driven through the water by means of a spread of canvas incompatible with safety; that cabin fittings interfered with sailing qualities, and that nothing but a contest between the ballast below and the canvas aloft, the one to keep a vessel on her legs, and the other to drive her along, could ensure a perfectly successful racing yacht.

Let us look at the old fashioned yachts with their bluff bows, great beam, and comparatively short lengths. Many of us can remember when these vessels, that now-a-days we dignify by the name of slow tubs, were regarded as particularly dangerous and wet vessels, as racers; and simply so when engaged in racing: but as cruisers they were considered all that was correct, in point of fact it was with such vessels that the distinction between racing and cruising yachts originated, to drive their large hulls through the water at a respectable rate of speed, longer and heavier spars and a great

spread of canvas became requisite, which owing to their slowness, contingent upon their form, caused them to labour heavily; for it was a war between the canvas urging, and the bluff hull retarding, their passage through the water. To the present day such vessels are quoted as fine, able, dry, and safe seagoing, simply because under moderate sail they lifted to a sea, as if lying to; but made slow progress through it: their want of speed constituted their sea worthiness, and then when speed came to be imparted to them by means of a mountain of canvas, lo, we had the wet uncomfortable racers.

Next came upon the scene the deep sharp vessels, introduced first by that veteran builder Wanhill of Poole, and with them sprung up the system of building vessels that should give great accommodation aloft, with the smallest tonnage measurement that a raking stern-post would give; with short keels and shortened water lines below, these vessels had still to preserve a respectable rotundity of body; their deep draught of water enabled the ballast to be placed low down, but still the proportion of spars kept pace with their more old fashioned sisters, and in some instances exceeded them; we could not afford to abate one foot of spar, or one yard of canvas, and with smaller and sharper hulls below, and greater weight aloft, we were obliged to have recourse to that bane of yachting—shifting ballast. By means of shifting ballast alone could such vessels be made to stand up to their canvas, and both canvas and ballast proving too much for the deep sharp hulls, we began to regard racing yachts as mere machines to be cheated along as fast as fortuitous circumstances, daring seamanship, and consummate skill could achieve. Another change came over us, and many of these very vessels are looked upon now as bluff and tub shaped, in comparison with modern clippers: the idea appears to have gradually gained ground that, reducing the amount of canvas to meet the circumstances of weather, enabled a vessel to go along faster and drier in a heavy sea: then came the introduction of fine and long bows upon the American principle, and we began to do away with the enormous bowsprits and huge working jibs, and to round up the fore-foot, the former depth of which caused a vessel to gripe, and necessitated her carrying the aforesaid enormous jibs, in order to keep her from rounding bodily into the wind's eye when close hauled.

Many instances have practically demonstrated to yachtsmen during late years, that a vessel will work better to windward under snug

head canvas than any other : from this fact holding good as to one end of a ship, it follows that a proper diminution of canvas throughout would materially assist a vessel's speed under any or all circumstances; and that by reducing both spars and canvas, and getting rid of a portion of our *cargo* of ballast, the same, if not a higher, rate of speed can be attained, and the seagoing powers of a vessel preserved in their entirety. I believe that this conviction has been gradually indulged in of late, but its sound common sense and truth we have not yet fully admitted.

I rather think that a better and more careful system of sailing and handling vessels in races has had more to do with inducing this conviction than anything else : formerly during a contest it was pack on everything, carry on like grim death, pile up ballast, do anything, everything, so that there was plenty of noise and bustle about the decks, and lots of work going on, all to make the vessel go: the question is did it make a vessel go at all? It partook more of the character of putting a plough boy to ride a thorough bred horse, who by shouts, grimaces, and the incessant swaying about of body and limbs urges the confused and startled animal along at a floundering pace, instead of the quiet undemonstrative skill exerted by a professional jockey, who sitting close to his pig-skin, watches every movement of his animal, gets him quietly into his stride, shakes him up occasionally to renewed exertion, and is ready with hand and voice to help him when occasion requires it.

We are getting to understand that a little more attention to the handling and sailing of a yacht will tend more to her success, and enable us to get rid of much of our overwhelming canvas,—as we reduce that and our spars, we avoid the necessity of shifting ballast, and the hitherto deemed wet and uncomfortable racer is becoming, and can be made, everything that a cruising yachtsman may desire. Would any cruising yachtsman drive his vessel through such weather and water with the same amount of canvas, as we have seen displayed at many regattas ; would he not deem such a proceeding as savouring of madness ; carrying on under certain circumstances is of course not only admissable but very often absolutely requisite, but then driving a vessel under water is quite a different thing ; to get the maximum speed out of a yacht she should be made to go over the water, and not through it or under it, and this must be accomplished by neat and skilful handling, working every wind that blows and

every sea that rolls, so as to suit her means of propulsion to the elements she has to contend with; persuasion is better than force, afloat as well as ashore, and in no case will it be found of more avail than in yacht racing.

Modern vessels, both cutters and schooners, are now being constructed fitted with spars of more respectable and appropriate proportions than formerly; canvas is also attracting more attention to its suitable dimensions. And above all the death warrant of shifting ballast is all but signed; every fair yachtsman is setting his face against it, and there can be but little doubt that in another season or two it will be remembered only as a thing of the past: with it dies out the greatest evil that has ever beset yachting; the fertile cause of the destruction of cabin furniture and fittings, and the source of all the discomfort entailed upon yachtsmen; the sole reason why yachts have been called racing machines, and why forests of spars and clouds of canvas have overpowered and rendered them dangerous; why enormous expense has been forced upon them by necessitating the employment of extra hands in the shape of ballast shifters, will by its use being abolished be totally removed; smart skippers and good active crews will take the merit hitherto awarded to inanimate shot bags, races will be sailed at quite as much speed, and with much more comfort and safety, and the only difference that in a short time will exist between a day's cruise, and a day's race, may be in the latter a little more shifting of canvas, and a trifle harder work.

The internal fittings of modern built clippers has undergone considerable modification and improvement: we rarely now see the cumbrous lockers, the heavy bulkheads, the ponderously carved wood work, and altogether the mass of material, that was hitherto expended in cramped up berths, and a multiplicity of saloons, where accommodation and comfort were both sacrificed; everything is lighter, there is less boxing up of presses and cabins; and a racing vessel of the present day, can boast of as comfortable and luxuriously fitted up saloons and sleeping berths as need be desired. No doubt shifting ballast has been used, and largely too on board these vessels, but then contrivances have been adopted in the shape of shifting boards and stay beams, to prevent handsome sofas, and elaborately got up buffets being injured; and we hope the day is gone past when whole boat loads of doors, and sofas, and tables, and

lockers, will need be removed previously to a race; and with the banishment of shot bags we shall see yachts brought to their sailing trim, by means of the legitimate lead and iron beneath their platforms, and the fittings necessary to render their cabins habitable.

The great desideratum for a yachtsman on his first going afloat is to secure the services of a really good sailing master, a man of standing and professional reputation amongst his fellows, who will command respect in his position and at the same time not presume upon it, and who from his experience and known skill will be enabled to make his owner, if he be not a professional one, a good practical amateur sailor. We have at the present moment amongst the ranks of our yachtsmen, I am proud to say, many really thorough good sailors, excellent navigators, and competent to handle their vessels with any professional seaman afloat; it is a curious fact, yet not more strange than true, that I have seen many first-rate officers belonging to both the Royal and Mercantile Marine, perfectly puzzled in handling a yacht; and who have with honest manliness expressed their admiration and respect for the abilities displayed by our amateur seamen of the pleasure navy. Over and over again have I heard undisguised astonishment expressed at the skill and discipline with which venturesome little craft like our racers and cruisers are manœuvred and worked; and the amount of canvas they carry, and weight of weather they successfully encounter, commented upon as instances worthy of comparison with the most daring feats performed by smugglers, slavers, pirates, and such like desperate skimmers of the seas. It may be all very well for certain cynics to sneer at yachts, and yachting, and summer weather butterflies, and all that sort of thing; to say that yachting is only another name for genteel idleness and folly, and to pelt it with crude remarks; I tell the miserable cynic whoever you may be, that your shafts fall harmless, and that such sneering criticism serves rather than injures the cause that so excites you to animadversion.

The amount of money that is spent annually in producing, fitting out, and keeping in repair the magnificent fleet of yachts that England now boasts of, the number of seamen it employs, and the families it supports, answers you at once; and the spirit of Maritime adventure and enterprize it serves to keep alive amongst us, must ever tend advantageously to the welfare of a country upon whose flag the sun never sets. Look at our yachts that annually venture

forth in quest of adventure; what part of the globe have not our gallant royal burgees flown in; they have been round the Horn and the Cape, to the Arctic Regions and Torrid Zone; hunters, naturalists, founders of colonies, and pioneers of commerce have been our yachtsmen; and during the Crimean war, were not our butterflies of the ocean converted into barks of mercy and succour when supplies were loudly called for by the suffering troops; we must not forget either the act of a gallant yachtsman in the Mediterranean, who with his tiny guns and the bold front of a daring crew prevented a massacre of Christians by enraged fanatics. We can therefore proudly claim that yachts and yachtsmen have rendered good and loyal service to the State; and that although we may be but a pleasure navy, yet when time and circumstances create the opportunity yachtsmen are never found wanting in daring enterprise, dauntless bravery, or self denying devotion.

But to *return to our muttons*, otherwise skippers, a yachtsman, as I have said, will find it to his account to secure a good one. If his vessel is a new one a sailing master will have plenty to look after from the moment her keel is laid until she is launched; an experienced and thorough yacht sailor will have many matters of detail closely attended to, the neglect or trivial execution of which, might be productive of inconvenience and unnecessary expense, and as the building of a vessel should be the groundwork of a yachtsman's experience, the assistance of a sailing master of this description in pointing out essentials during her construction, cannot be too highly estimated; in sparring, the cutting and fitting of the rigging, proposed methods of working running gear, the planning and fitting of the sails, &c., many valuable and practical lessons can be gained; and very often considerable outlay may be saved by the exercise of a wholesome economy of material that might otherwise be lavishly expended. Time thus devoted at the outset to master some of the professional secrets of the mould loft, the building slip, and the rope walk, will, with the aid of such a Mentor, prepare a young yachtsman worthily for further progress, and beget a confidence that he will find stand him in good need. In the vicinity of all our celebrated yacht builders slips, small vessels of the cutter class can be had at a moderate sum per day; perhaps the builder himself may have a model craft, one of the Mosquito fleet, hovering about his watery domain: an occasional cruise, or if possible a daily one of a few

hours, with his skipper and himself composing the crew, will form an agreeable change, and it is quite surprising the amount of practical knowledge that will be almost imperceptibly picked up during hours thus employed, when questions can be asked, and information elicited that demands more of the relation between master and pupil to arrive at, than might be agreeable to display when pacing the snowy quarter-deck of a flying 50 tonner. These hints I offer with all due respect to previous acquirements; perhaps a yachtsman might think it beneath him to investigate such matters at all, or seek for instruction in sailing after so humble a fashion; relying upon what he has already learned, or depending upon future opportunities: but my experience of the sea and its ways induce me to think that no matter how skilled one may be, there is always something yet remains worthy of learning.

There is a vast amount of valuable information dispersed about the world in detached bits that if collected would prove of incalculable worth; upon no subject is there more to be gathered than in relation to the sea, and what Old Neptune likes and dislikes; and no matter how humble the source, something may be discovered worthy of a niche in memory's temple. By thus combining as far as practicable the study of the shore work, with a little practical manipulation afloat; when the big ship is ready to receive her anxious owner, he may be enabled to jump on deck with more self confidence than if he had postponed his novitiate; he will also have made himself acquainted with the peculiarities of the man upon whom much of his comfort, and all his success as a yachtsman depends, and the knowledge that reliance can be placed in that quarter adds not a little to the pleasure anticipated.

To the sailing master the selection of the crew may most properly be confided; his local knowledge will better enable him to secure the smart and experienced hands, sober and steady withal, of which yacht's crews should be composed; and as yacht skippers of repute have generally a numerous following of good seamen accustomed to their ways, and anxious to be employed under them, it may be inferred that a responsibility like this will rarely be abused.

A good mate adds in no small degree to the perfection of a crew, for on him depends a great deal in the shifting and making of sail, and general working of the vessel, and everything from a palm and needle to the best bower anchor should be so ordered and ready to

hand, that upon the darkest night, or the most sudden emergency, no difficulty may exist in finding exactly the spare sail, or rope required. The sailing-master cannot be expected to have his eyes and hands everywhere; and as he has sometimes to be absent with his owner, or on the shore business of the yacht, it is the mate who represents him for the nonce; so that a man of more than ordinary intelligence should be selected to fill that station, and possessed of qualifications fitting him to take entire charge of the vessel if necessary. The pay of such men will be somewhat higher than is ordinarily calculated upon, but they are well worthy of it, and will more than repay the trifling excess. With a good master and a smart experienced mate a yachtsman will learn to know what real comfort and enjoyment is afloat: from the keel to the truck everything will be well ordered and attended to, and a discipline established without which perfection afloat will be difficult of attainment.

In some vessels of moderate size a boatswain is added to the *equi-*
page, and with satisfactory results too; in fact, a grand secret in selecting a yacht's crew, but at the same time one very hard to acquire, is to secure men in some degree conversant individually with the different branches of trade required in a yacht, such as a carpenter, sailmaker, &c. If such a crew can be obtained combining these advantages with smart seamanship, a division of labour can be made highly conducive to entire efficiency.

SHIFTING BALLAST.

BEFORE introducing to the notice of our readers the Proposed New Code of Rules and Regulations for the yacht navy, we will extract the following from *Bell's Life* in order to preserve every line, if possible, that has been written upon the subject:—

Dublin, March 3rd, 1863.

MR. EDITOR.—Will you kindly allow me to comment on a letter which appeared in your paper of the 1st of March, on this subject, signed "Red with White," and which, as emanating from a good and practical yachtsman, and one who owns a first-rate clipper deserves some attention. His pleas for allowing a racing cutter to be fitted up, as part of her equipment, with a few tons of shot bags, resolve themselves, in my opinion, very nearly into my strongest argument against them, viz., that their use will enable a cutter of 55 tons to carry the "heavy masts and spars" of a 75 tonner, which she cannot do unless propped up with some counterbalancing weight thereby

tearing her to pieces, and causing a great risk that if suddenly compelled to go about she will be almost, if not entirely, capsized, a case of which he instances from his own observation last season. It is true that he professes to wish only for a means of trimming fore and aft, but for this purpose, while racing, a very few cwt. of hands, anchors, or chains will do all that is necessary, and except when racing he is not interfered with.

As to his argument about going ashore, no doubt shot bags are handy in case of such a mishap, but as they were never carried until about the year 1854, and as lead in small pieces is largely used as standing ballast, I think a yacht, if not over-weighted with enormous spars, may jog about the world very well without their aid, even if their exclusion while racing did necessarily involve their exclusion while cruising. His plan for preventing ballast trimming is ingenious, but in practice would be most inconvenient, unless the club supplied padlocks and kept the keys, nets would be of little use, and if becalmed out all night, no uncommon occurrence, a serious nuisance. Moreover his plan would not prevent a goodly number of shot-bags finding their way on deck, where, under a shelter of a friendly spare topsail, they would give fine leverage along the weather bulwark—the place, by the way, where I always used, in my racing days, to trim my little cutter, as she was rather sharp and narrow below for shot bags to have much power. On the whole, and taking everything into consideration, while freely admitting that my plan has some inconveniences, I maintain that if the shifting of ballast to the windward is to be prohibited, and this seems to be tolerably well agreed to, and most clubs have a rule doing so, the best, cheapest, and fairest way to enforce the rule is to prevent racers carrying shifting ballast; and as a little bird has whispered to me that the Royal Thames, the best of our racing yacht clubs, is likely to look with favour on the proposition to do so, I have great hopes that the prohibition will be general this season, and almost begin to think that another pet project of mine, viz. the establishment of a central authority in the shape of a club similar to the Jockey Club or National Coursing Club, for the express purpose of settling rules and regulations, arbitrating on disputes, &c., may some day be thought as necessary for the welfare of yacht, as it has been found of horse and dog racing. I have left myself little space to touch on the letter of "Northern Burgee," and only saying that I agree with him in his views, but think that 35 tons and over a better division than thirty tons and over, and hardly any allowance of time would practically enable a 15 tonner to defeat a 50 tonner, will conclude signing myself, as usual,

RED WITH WHITE MALTESE CROSS.

March 3rd, 1863.

MR. EDITOR.—I have read with much interest the letters which have lately appeared in your columns on the subject of shifting ballast, and think the plan for getting rid of that nuisance proposed by "Red with White Maltese Cross," to be the most feasible of any yet put forward. With regard to the arguments of "Red with White," in favour of keeping it on board for the safety of his vessel while making a passage, I must say, I think the yacht

that requires a supply of shot bags to enable her to go to sea must be either very much over sparred, or a very poor sea going craft indeed; and the sooner ship-builders give up constructing vessels of that class the better. I also beg to say that I highly approve of "Oceana's" plan for disposing of balloon canvas (which is, I think, as great an evil as the shifting ballast), and I trust that both may soon be banished from all regattas, and that we may again see yachts contending for our prizes able to carry their canvas without being propped up with shot bags.

Yours, &c.

BLUE WITH RED CROSS.

March 14th, 1863.

MR. EDITOR.—The question of the use of shifting ballast during match sailing has been fairly and ably argued by your various correspondents, and the weight of opinion is decidedly against it. The Royal Thames, Royal Mersey, and Royal St. George have unmistakably signified their intentions respecting it; and I happen to know that a good deal of correspondence has passed amongst influential yachtsmen upon the subject, all of whom agree that it is an evil of the system that should at once, and for ever, be got rid of. It now remains for the other clubs to make public their intentions, and the sooner they are understood the more effectual and general will become the prohibition, for the outport stations where yacht clubs do not exist will be amply forewarned that this important rule of prohibition will be expected at their meetings. Unless it becomes general and most strict, the same evasions that have hitherto existed and been made use of, will again creep in, and the battle will have to be fought *de novo*. The names of the clubs that have signified an intention to abolish it at their regattas is a sufficient guarantee that the attempts will be made with a firm determination and impartial hand; no superficial vigilance will suffice upon these occasions; it must be minute and conclusive; the blow struck at the root of this evil will need to be a strong and effectual one, and yacht owners themselves can ably co-operate by warning their crews that no breach of the rule will be overlooked under any circumstances.

It is too well known that the words "no shifting of ballast allowed" has stood amongst sailing regulations for years a nullity and matter of merriment, let the new rule, therefore, be a law as inexorable as if issued by the Medes and Persians. Following in the wake of this important movement, a universal code of sailing rules and regulations has been prepared by an excellent yachtsman, and is now undergoing the criticism of many veterans of the wave, after which it will be submitted for general adoption, or otherwise, as its merits may demand. A forlorn hope is nothing without a leader, and if this yachtsman succeeds in producing a code that shall meet the views of all, he will have deserved well of his brethren of the wave.

VAN.

Dublin, March 18th, 1863.

MR. EDITOR.—Although I have already taken up much of your valuable

space with letters on this subject, still, as the original agitator against allowing bags of shot or ballast for the purpose of trimming to windward being on board yachts while sailing in a match, I cannot resist a few words of triumph at the success which has attended the movement. All the Royal Yacht Clubs named in my first letter, except the Royal Irish and Royal Western, have already passed resolutions or have signified their intentions to do so, prohibiting vessels having such ballast on board from sailing in their matches during the ensuing season, and from this prohibition having been announced thus early, I do not anticipate much grumbling from owners themselves. These clubs have no doubt differed considerably as to the method which they will take for enforcing the rule, but this is in a great measure a matter for their own consideration, and I only trust that it will be rigidly and impartially carried out, and that the clear understanding amongst those clubs is that if any vessel be found infringing it, neither her owner nor sailing-master shall be allowed to enter or sail a yacht at any regatta held under their auspices. I hope, also, soon to hear that the Royal Irish, Royal Western, Yacht Squadron and Royal Victoria, indeed all the remaining royal yacht and model yacht clubs, will adopt the same rule, and with it the same understanding, as, if so, we shall see much better and fairer matches, and have less jealousy and suspicion amongst those who ought to be friendly rivals.

Yours, &c,

RED WITH WHITE MALTESE CROSS.

DRAFT OF A CODE OF RULES AND SAILING REGULATIONS.

(Applicable to all Regattas in the United Kingdom.)

Dublin, March 24th, 1863.

SIR.—The necessity for a General Code of Laws to regulate yachts racing so as to place it on an equality with almost all other sports is so universally acknowledged, and has been so often discussed in your columns, that I need make little apology for an attempt to supply the want, and I therefore send you with this letter the draft of a set of Rules, which I shall feel greatly obliged if you will allow to appear in your *Magazine*, as a basis on which a proper and universal Code may be founded. This draft has been read by several of the most practical yachtsmen in England and Ireland, and has been altered and amended to meet their suggestions, and is now put forward with great humility, and only after waiting for a long time in the hope that some better qualified person would take the matter in hand. The Rules have at least been framed with care, and after a perusal of the Sailing Regulations of all the chief yacht clubs, and are based on the principle which, I think is the true one, and which governs the laws of Racing, Coursing, &c., of leaving as little as possible to the caprice of individual Committees, and of not

interfering unnecessarily with owners, in going round a course as quickly as they can in any way they please, should the Congress of Flag Officers spoken of by "Vanderdecken," ever meet, I commend this attempt at legislation to their perusal and criticism, and meanwhile to that of my brother yachtsmen, inviting the most stringent overhauling of its provisions. Any comments will be thankfully received and discussed, and as during last season 85 yachts large and small, won amongst them above £3,800, there can be little doubt of the want of such a Code, or lack of practical sailors, able to judge how the task undertaken has been carried out.

Yours, &c,

To the Editor of *H.Y.M.*

RED WITH WHITE MALTESE CROSS.

I.—That all the arrangements of the regatta, viz., the prizes to be sailed for, the course, flag-boats, time of starting, &c., be under the direction of the Flag Officers and Committee of the yacht club holding the regatta, or of a Committee formed at the port whose decision being given strictly in conformity with these Rules and Regulations shall be final. The Committee to have full power to inspect any yacht competing for their prizes both before and after the race.

II.—That, the said Committee shall appoint one or more persons under whose directions the start for each race shall be effected, and who shall bring any infraction of these Rules, or any unfair conduct at the start, under the notice of the General Committee as soon as possible.

III.—That they shall also appoint one competent person to act as Judge, who shall take the exact time when each vessel passes the flag-boat, such time to be taken when the main-mast of each crosses a line between the Judge's eye and a stationary point.

IV.—That racing cutters be divided into four classes:—

1st. Class exceeding 35 tons.

2nd. Class exceeding 20 tons, and not exceeding 35 tons.

3rd. Class exceeding 12 tons, and not exceeding 20 tons.

4th. Class not exceeding 12 tons.

V.—That schooners, luggers, and yawls, be classed together, and when racing against cutters be entitled to enter at three-fourths of their real tonnage.

VI.—That the following be the rule of measurement,—the length shall be taken on a straight line on deck, from the forepart of the stem to the after part of the stern-post, from which deducting the breadth, the remainder shall be esteemed the just length for tonnage; and the breadth shall be taken from the outside of the outside plank, on the broadest part of the yacht, then multiplying the length as above, by the breadth, and the product by half the breadth, and dividing the sum by 94 the quotient shall be deemed the true tonnage; provided that if any

part of the stem or stern-post below the load water line project beyond the length taken as first above mentioned, such projection or projections shall be included in the length so taken. The fraction $\frac{1}{2}$ and over to be counted as a ton, and any fraction under $\frac{1}{2}$ disregarded.

VII.—That any yacht may enter in a class higher than that to which she belongs on adopting the minimum tonnage of such class for her allowance of time, paying the entrance, and conforming to the sailing regulations of such class; but if she start in such superior class she shall not take part in a race for own class sailed on the same day.

VIII.—That such yacht shall be liable to be measured pursuant to Rule VI. before starting, and the Committee shall appoint a properly qualified person for this purpose, who shall give a certificate of her size in the form hereafter mentioned, but any yacht having already obtained such a certificate, and producing the same at the time of entry with an endorsement thereon, signed by her owner or the person acting for him, (see Rule XII,) that she has not been altered so as to affect her tonnage since the certificate was given, may sail without being re-measured, unless an objection be made to such certificate, but if an objection be lodged not later than one hour before the time fixed for the race, that she be re-measured before receiving the prize by the measurer appointed by the Committee, the cost of which to be paid by the owner or objector, whichever is proved to be in error.

FORM OF CERTIFICATE.

*Having been appointed by the Committee for managing
Regatta to measure the Yacht, I certify that
her length is . . . , and her breadth is . . . , and her correct
tonnage pursuant to Rule VI, is*

Signed . . . *day of* . . . 18

FORM OF ENDORSEMENT.

*I certify that the Yacht . . . has not been altered so as to
affect her tonnage since this certificate was given to her.*

Signed . . . *day of* . . . 18

Owner.

IX.—That the Committee shall appoint a place to which all entries shall be sent at least one clear day before the day fixed for the race, such entries to be in the form hereinafter mentioned, but the Committee to have the power to receive an entry after that time on payment of a double entrance fee, if they shall think fit to do so, after hearing the reason assigned for the delay.

FORM OF ENTRY.

*Please to enter the Yacht in the class race at
on the day of 18 . Her distinguishing
flag is and she has been already measured pursuant to Rule
VI. at as per the enclosed certificate. Her entrance
fee shall be duly paid, and I believe her to be free of all damages
and former entrance fees under the National Sailing Rules.*

*Signed day of 18
Owner.*

FORM OF ENDORSEMENT THEREON.

*I declare that there shall not be on board while sailing under
this entry any bags of shot, of rivet heads, or of punchings, or any
other kind of ballast, or weights for the purpose of trimming to wind-
ward. And that she shall be sailed strictly in accordance with the
Rules of this Regatta.*

*Signed day of 18
Owner.*

N.B.—If the yacht has not been before measured, or if her owner is dissatisfied with the certificate then given, he is to state this in his entry instead of sending the said certificate, and in such case the yacht must arrive at the port, and report herself to the Committee at least twelve hours before the time fixed for starting for the purpose of being measured, and must produce the certificate of the measurer to the persons appointed to manage the start before the race.

X.—That the entrance fee be 6d. per ton, but if a yacht be prevented from arriving in time to start, either by stress of weather, calm, or accident, she shall not be liable for it.

XI.—That no ballast be trimmed or shifted during a race, but all ballast be stowed under the platforms, or in lockers, and no yacht having on board any bags of shot, of rivet heads, or of punchings, or any other kind of ballast or weights for the purpose of trimming her to windward, shall be allowed to sail for a prize given at any regatta held under these rules, and that each owner or the person acting for him, (see Rule XII.,) shall at the time of entry give to the person receiving the same, a declaration signed by him that none such shall be on board while sailing the race.

XII.—That each yacht shall have on board during the race either the owner or a person to act for him in all matters under these rules who shall be a member of a Royal Yacht Club, and such owner or such person acting for him shall be held responsible that the yacht is sailed strictly in accordance with these rules.

XIII.—That each yacht of and under 35 tons shall allow on coming in 30 seconds per ton as a time allowance to those of inferior tonnage, and that above 35 tons, the scale shall be 36 to 50 tons, 25 seconds per ton; 51 to 60 tons, 20 seconds per ton; 61 to 70 tons, 15 seconds per ton; 71 to 80 tons, 10 seconds per ton; 81 tons to all sizes above 5 seconds per ton.

XIV.—That stations shall be drawn for by the owners, or persons acting for them at a time and place to be fixed by the Committee, and directions as the course, &c., to be then given. The Committee to draw for such owners as do not attend.

XV.—That the start be made under the direction of the person or persons named by the Committee to manage the same, and that half an hour at least before the time named a Red flag as a preparatory signal be hoisted by the flag vessel for the yachts in each successive match to take their stations with their *head sails* down. Five minutes before the time for starting a Blue Peter to be hoisted in place of the Red flag, and a gun fired, and at the expiration of five minutes exactly a second gun to be fired as a signal to set head sails and start.

XVI.—That springs be allowed on the same bridle or anchor chain as the bowfasts, but not to be carried to a buoy, pier, other vessel, or fixed point.

XVII.—That the number of hands on board each yacht, sails to be set, and the mode of setting them, be left to the discretion of the owner and his sailing-master; but she shall carry only her usual anchors and chains.

XVIII.—That in case of bad, thick, or calm weather, the Committee to have power to postpone the races.

XIX.—That if any leading yacht has not passed the flag-vessel before nine o'clock p.m. the race be null and void, and be re-sailed on such other day as the Committee shall appoint.

XX.—That each yacht of the First class shall carry during the race a boat at least 12 feet long; and each of the Second class one at least 9 feet long; such boats to be in a serviceable condition, and with their oars, rowlocks, and boat-hooks in or near them; such boats to be kept on deck throughout the race ready for use if required; and that each yacht of all classes shall carry at least two life-buoys, which must also be kept on deck and ready for use.

XXI.—That yachts may anchor during the race, but must weigh the anchor if they do so before re-starting, and must not take hold of any buoy, pier, other vessel, or fixed object.

XXII.—That no towing, sweeping, poleing, or pushing be allowed.

XXIII.—That each yacht must go fairly round the course, and should she not do so, or touch any buoy, boat, or vessel, used to mark out the same, or should she wilfully foul any other vessel in the race, she shall be disqualified and forfeit all claim to the prize.

XXIV.—That in rounding any buoy, boat, or vessel, used to mark out the course, vessels must give each other room to pass clear of the and same, and of each other; and should such boat, vessel, or buoy be touched, or a collision occur from the breach of this rule, that the penalty shall attach to the vessel which infringed it.

XXV.—That if two yachts be standing towards the shore or towards any buoy, boat, or vessel, and the yacht to leeward be likely to run aground, or foul of such buoy, boat, or vessel, and not be able to go about without coming into collision with the windward one, the latter shall at once go about on being hailed by the owner of the leeward yacht, or the person acting for him; the yacht so hailing to tack at the same time.

XXVI.—That should one yacht overtake and be desirous of passing another, the leading vessel may luff up as she pleases, so as to prevent her passing to windward; but may not bear away or drive her adversary to leeward.

NB.—The lee side to be considered that on which the leading yacht carries her boom.

XXVII.—That yachts going free invariably give way to those on a wind whether engaged in the same or different races.

XXVIII.—That yachts on the port tack shall, invariably give way to those on the starboard, whether engaged in the same or different races.

XXIX.—That any yacht running on shore, or foul of a buoy or vessel, may use her own anchors, boat, warps, &c., to get her off; but she shall not receive assistance from another vessel, or from the shore. Any anchor, boat, or warp used, to be taken on board again before re-starting.

XXX.—That each yacht carry a proper distinguishing flag at her top-mast head, the same not to be hauled down unless she gives up the race, when it is to be at once lowered. If the topmast be carried away the flag to be re-hoisted in a conspicuous place.

XXXI.—That any yacht wilfully disobeying, or infringing any of these rules, shall be disqualified from receiving any prize she may otherwise have won, and her owner be held liable for all damages caused by such disobedience to other yachts, buoys, flag-boats, &c.

XXXII.—That should a yacht conceive she has a fair ground for a protest against another, either sailing in the same or a different race, for

foul sailing, or for a violation of these Rules, she shall signify the same by shewing her Ensign conspicuously in her main rigging, the same to be kept flying while passing the flag vessel; on seeing which, the Committee shall before awarding the prize send a boat on board and receive from the owner, or from the person acting for him, in writing, the name of the offending vessel, and the nature of his complaint; and thereupon the Committee shall fix a time and place for taking the same into consideration, of which all parties interested shall have due notice; that the same shall be then heard, and if after hearing both sides the same shall be declared by the said Committee a valid objection, the yacht so protested against shall be disqualified from receiving the prize, if otherwise entitled thereto; and if it shall appear that there was wilful foul sailing or violation of these Rules, the said vessel or her owner, or sailing-master, or any, or all of them, may be declared incapable of contending at any Regatta held during the same year under these Rules. But if on the other hand such protest be pronounced frivolous or vexatious, or if it be withdrawn without good grounds stated to the said Committee, that the same penalty shall be attached to the persons making the same.

XXXIII.—That no yacht in arrear for damages or entrance fees shall be allowed to sail at any regatta held under these Rules, until the same have been paid to the parties entitled to receive them.

RED WITH WHITE MALTESE CROSS.

THE SEIZURE.

EVENING was closing round, as the Coast-guards of a wild and remote district on the north-east coast of England, returned to their station with a large booty that they had captured just after it had been landed from a smuggling lugger. They had got possession of it with difficulty, as from the small force of the revenue police along that part of the coast, and the almost entire impunity that had as yet attended their most daring attempts, the smugglers had guarded their goods very remissly. The lateness of the hour of his return determined Lieutenant B——, the officer in command of the party, to defer until morning his intention of conveying the prize to the town of ——, distant about fourteen or fifteen miles. He therefore secured it in the watch-house of the station, and having appointed two of his men to do duty as sentinels, he led the rest away upon their customary nightly rounds. Night came down thick and dark soon after this arrangement was effected, and for the first few hours of its reign no sound was to be heard but the dull

roar of the ever-tossing waters, broken at intervals by the wild and wailing scream of the curlew.

The two seamen that had been left to guard the little watch-house kept for some time aloof from each other, endeavouring by the assumption of great vigilance to conquer the heaviness they felt stealing on them in consequence of the fatigues of the day. They were, therefore, found waking and watchful, when, in the course of his rounds, their officer came to visit the post. After a few questions as to the occurrences of the interval since the setting of the watch, he again led away his men and left the seamen to their duty. After his departure their appearance of vigilance was for awhile as great as before, till at length, one of them, a young light hearted fellow, finding the silence irksome, approached his companion and began the conversation.

"I say, Ben, you ain't thinking of taking a caulke be you?"

"N—n—no, Tom, I ben't" drawled out the person addressed, "but d——n me, if my head-lights ain't blinking in spite of me."

"Aye, aye, no wonder boy, its killing work this land cruising all day, and then marching sintry fore and aft here for the run of a watch; tho' I am never denying that what's stowed inside is worth keeping an eye upon, for I don't think as how it can bring us much under thirty pounds a man, though how the deuce we are to spend all that goes beyond me, that's sartin sure. The cutter's men are better off nor we there away, for when they makes a seizure and gets into port, d——n me its only pay away and the devil take the hindmost; but here we are, fast moored, head and stern, and devil a wing for a man to shew what he's got, if he ben't spliced, for then all goes in toggery for the women."

"There you go, Tam, always grumbling and never knowing nothing at all of what your jawing about. Why confound you isn't the leftinant looking out for you there. If you cant spind your cash he'll take care you shant have too much of it lying burning your pockets."

"Eh! what the deuce d'ye mean by that Ben, the leftinant ain't goin to do us out of our lawful arnings, be he? Isn't it the riggilations of the sarvice that them as makes the seizures gets the ——"

"Avast there——you'll have him coming round on us again and catching us jawing. What are your two thundering big ear ports there for, if they didn't let you hear the leftinant saying as how the country's disturbed, and he'd send for sogers to take the goods; —— and now sheer off, for if we are caught jawing its my belief we'll find ourselves to leeward of the shiners intirely."

"Send for sogers! lubberly lobeters,—the leftinant send for sogers, an' he having sailors with him!"

Such were Tom's broken exclamations, when he recovered from the stunning effects of the first announcement of his officer's deed. But he was obliged to vent them to himself, for Ben insisted on his returning to his post, which accordingly he did, grumbling and muttering to himself fearful denunciations against the soldiers who were coming to rob him as he deemed, of his lawful dues. Leaning against the walls of the building, he remained, his arms folded, his eyes fixed on vacancy, venting his ill-humour at his leisure. While in this position he was gradually overpowered with sleep, and naturally enough the images that had employed his waking thoughts formed the ground-work of the visions that fancy began now to present to him. He thought he was still awake looking out upon the dark and troubled expanse of waters that were now faintly visible, the sky having cleared a little. Suddenly he thought he perceived a huge glittering mass hove up by a billow, out upon the wet strand. He gazed on it in stupid astonishment for awhile, as it advanced and receded with the wash of the waves. At length he darted forward to secure the treasure; he reached it just as a huge wave was about to break over it and sweep it back into the deep; he stretched forth to seize the golden mass, his arms clasped around it, and now he was bearing it in triumph away, when as the wave capped to break over the place where the treasure had been a monstrous *boiled lobster* issued from the frowning heap of waters, and lifting its pincer, struck poor Tom such a blow on the cheek, that he tumbled backwards and awoke.

For a few minutes he was nearly insensible, and recovered to find that one part of his dream at least was true, for he found himself stretched on his back alongside the little watch-house. Reminded of the lobster's blow by a strange thrilling sensation that seemed to pervade the cheek that had been struck, he put his hand up, and found to his astonishment that the jaw-bones on that side of his face were broken, and that blood was issuing plentifully from the fracture. A ruddy glare of light shewed him, as he looked towards the edifice he had been so negligently guarding, the motionless and bleeding form of his comrade, Ben, lying at the watch-house door.

Turning his head with much pain and difficulty, to look for some explanation of the state of matters, he beheld on the other side, a scene that almost froze his blood. By the light of a burning cottage he beheld his commander and comrades defending themselves desperately against an overwhelming force of smugglers, and, even as he looked their resistance was overpowered and they were cut down and murdered. This deed of blood done, the smugglers rushed into the cottages of the

station that the fire had not as yet reached, and soon the screams of the helpless women and children inside told that their slaughter was adding to the murderers' account.

Gladly would Tom have rushed to share in the unequal fight, and shed his blood to atone for his remissness in watching ; but when he attempted to rise for that purpose, he felt himself so faint from loss of blood, and the effort cost him such extreme pain, that he was compelled to remain a spectator of the dreadful scene. And now as it drew to its conclusion, the instinct of self preservation whispered him to seek some hiding place lest his enemies should return to finish their work at the watch-house. Seeing some thick bushes near, he dragged himself slowly and painfully along the ground towards their friendly asylum, and soon had screened himself there completely from view. It was well for him that he succeeded in doing so.

The smugglers having rifled the cottages of the station, after the destruction of their wretched inmates, set them on fire, and then turned all their attention to the little watch-house. While some of the gang entered it to secure their goods which had been deposited there, one or two of the most savage of the party vented their ferocity in mangling the lifeless body of the companion of Tom's watch. Tom heard with horror one of these ruffians cry to the other that the second sentry must have hid himself, and urge him to the search. Fortunately, however, before this suggestion was acted upon, a call from those inside to "lend a hand" hurried the ruffians away to assist in clearing out the watch-house. The smugglers brought down the rescued goods to where the pile of reeking bodies lay, and then gave three tremendous cheers for their victory. As soon as the first ebullition of their savage joy had subsided, preparations were set about to celebrate their triumph more fully in their accustomed manner. Three or four kegs of rum were started, and copious draughts of it passed about, accompanied with wild and fierce expressions of hatred to those who lay cold and stiff around. Some of the more prudent of the party urged the necessity of taking to their boats, (which lay rocking in the cove below) before the fire awoke the country; but this proposal was scouted at once, and the carouse continued, till those who shared it were stretched on the blood-stained earth in the slumber of intoxication.

The few who had spoken on the side of prudence left the disgusting scene before the liquor had made inroads in their intellects, and taking to their boats, remained there, every moment expecting some dismal ending to the revelry on shore. But the night wore away, and the dawn broke without any occurrence beyond what has been described. The

sun had not yet risen, although the red glare from the burning cottages had begun to show pale in the increasing light of the morning, when a cry from the boat keepers, of "look out, the sogers are upon us!" roused the sleepers from the ground. But stupified by the effects of the liquor and the surprise, they staggered about, the kind of instinct taught them by the frequency of similar perils, apprising them indeed of the nature of the danger that was at hand; but their senses being too scattered to inform them of its imminency, or the direction in which it was coming. Presently their doubts were at an end, for a party of Light Dragoons came charging up at full gallop, and almost ere the drunken wretches could seize arms, the troopers were upon them.

Then began a fearful scene:—Here wretches who had endeavoured to escape to the boats, were overtaken by the infuriated soldiers, and instantly massacred: there the few who had sense enough left to perceive the advantage that the rugged nature of the ground gave them over the horsemen, contending desperately among the rocks with the broken array of their assailants, and, even when falling, striking madly on every side, till the sabre of the rider, or the hoof of the maddened animal, crashed through their skulls. From the boats came a fire, irregular indeed, but well directed, and increasing as the number in them was swelled by successful fugitives from the shore.

Saddles emptying, and horses running wild, shewed that the soldiers were not obtaining a bloodless victory. A large proportion of the smugglers might have escaped, but that in the confusion and heat of firing, and hauling in those who had waded through the surf to them, the men in the largest boat let her be caught in a breaker, and she was instantly staved, the crew saving themselves in the other boats with great difficulty. Their coming filled the other boats so much, that to preserve them from being sunk it became necessary to repel all other fugitives, and abandon them to the vengeful fury of the soldiers.

One man (who till then had fought ferociously and had been mainly instrumental in making the smugglers stand together) when he saw himself about then to be abandoned, darted down to the beach and attempted to swim out to the retiring boats, but a presented musket put a stop to his career, and the next instant he heard the dash of a horse behind him. Turning in despair, he sprung like a tiger on his hapless pursuer, tore him from the saddle, and pinned him to the earth with his own weapon. Then leaping into the vacant seat, he spurred the horse to its utmost speed, distancing the few Dragoons, who, with wounded horses, strove to overtake him. Finding pursuit useless, two of them sprung to the ground and brought their carbines to the present. The

discharges were blended in a common report, and man and horse rolled over each other in the agonies of death. All resistance ceased soon after; the few surviving smugglers submitted and were secured, and the bodies of the dead soldiers and sailors were separated from the others with a view to their interment.

While this was doing Tom crawled from his hiding place, and disclosing himself to the commander of the party, related the occurrences previous to his arrival, keeping out of view as may be supposed his own neglect of duty. The party rested a day on the scene of action, preparing conveyances for the wounded, and when next day they reached the town of ——— they found that the smugglers in the boat had been picked up at sea by a cutter and brought in. Soon after all the survivors of the gang suffered the penalty due to their crimes. A common grave made on the spot where they fell hides the remains of the gallant seamen and soldiers who perished in the encounter; while the gibbets that bear the bleached bones of the outlaws line the stormy coast for many a mile.

THE RECEPTION OF THE PRINCESS ALEXANDRA.

WE endeavour to keep our Journal, as much as possible to nautical matters, but when all classes of the United Kingdom are revelling in loyalty and enthusiasm, surely the most zealous of our aquatic readers, will grant a space in *the Yachting Magazine* to chronicle an event which is unparalleled in modern history. Our account will be as brief as the glorious ovation will permit, and which will serve as a *reminder* to all the young tyros of the present time, when their locks are grey, of the patriotic affection with which their sires welcomed England's future Queen to her adopted home.

On the eventful morning March 7th, 1863, all classes of Britannia's sons and daughters were on the *qui vie*—from the humble peasant to the peerless beauty of Belgravia—and equal anxiety was felt respecting the weather, as the previous night had been tempestuous, during which the Royal Yacht was brought to off the Nore surrounded by a numerous fleet of the royal navy,

About ten o'clock the greatest excitement prevailed ashore and afloat, salutes were fired, and one of the royal yachts was seen in the distance steaming through a forest of masts and funnels, and coming quickly up the river, this proved to be the Victoria and Albert, which was closely attended by the Warrior. As the yacht rounded Coal House Point she

slackened speed, and the crews of the men-of-war stationed off the Terrace pier quickly manned yards. The tide was running out very strong, and the Royal Yacht came slowly on, dressed in bunting from stem to truck, and from truck to stern, with the Prince of Wales banner and the Royal flag of Denmark, both hoisted at the main. Shouts of joy and every demonstration of welcome arose from the various craft that had clustered on the river. Tilbury fort sent forth its heaviest sounds, and the men-of-war followed the example.

Opposite the Terrace Pier the yacht turned, and brought her head down the river. There were ladies and gentlemen on the quarter-deck, but evidently not the Princess, from the lull in the uproar of exclamation and delight which now fell from all the boats for a few minutes, when it broke out with, if possible, re-doubled vigour on the port side of the vessel—the side furthest from the pier, where it was evident, from the tremendous outbreak of cheers, and waving kerchiefs, that the Princess was again at the window of the deck cabin. It was not till the Royal Yacht was close alongside the pier that she was seen at last, as she came over to the starboard side and stood looking out upon the scene around. She was dressed entirely in white, with the exception of a few light coloured flowers in her bonnet, and wore what was apparently a very warm white shawl, for she is still suffering from the effects of a severe cold. Her colour was heightened as if by nervous excitement, but there was an expression of pleasing astonishment at her reception which was unmistakeable, and she did not, or perhaps could not, check the frank display of wondering pleasure with which she looked from side to side bowing her acknowledgments, and every now and then speaking earnestly to her mother, who stood near her, apparently directing her attention also to the extraordinary scene of delight and enthusiasm around on all sides. Occasionally as the port side spectators grew deafening in their cheers—as a gentle reminder that they were there as well as the visitors on the pier—she went to that side also, but, as may be guessed, her appearance did not stop the cheering. Nothing did in truth, till she withdrew at intervals altogether, but not for long. Her white bonnet and delighted face were soon to be seen peeping round from some unexpected window, when in a second she was discovered and cheered till she came forward and bowed and had to go to another. All the time the vessel was alongside, her father, Prince Christian, with her two brothers, Prince Waldemar and Prince Frederick, who stood outside on the quarter-deck, seemed to be absolutely astounded at the wonderful enthusiasm and delight of the welcome.

Shortly before twelve o'clock his Royal Highness the Prince of Wales

made his appearance on the pier, dressed in a plain morning dress, and was loudly cheered, which he most graciously acknowledged. The instant the gangway was fixed to the yacht, he went on board, with all the ardour of a devoted lover—which was a sufficient guarantee to the nation that this was to be a marriage based on pure affection, and not upon political principles, such as too many of our Royal marriages have been, in bygone times. The Princess watched his coming from the window, but, as he neared the vessel, first came to the door, and then, after a moment's hesitation, came upon the deck towards the Prince, who hurriedly advanced and, removing his hat, gave her an earnest, hearty kiss, in the presence of all the assembled thousands, who thereupon went into such extacies of delight and applause as made the shores of the river ring again. The Princess seemed glad to escape from the cheers now, and, taking the Prince's arm, and accompanied by her Royal parents, went into the deck cabin and then below. In a minute or two all but the Princess re-appeared on deck, and it was officially intimated that the landing would take place in twenty minutes. But in the meantime the fame of the exceeding beauty of the pier and outer decorations had spread on board the yacht, and one by one the members of the *suite* came up to see it. The bride's young sisters, the little Princesses Dagmar and Thyra, were not, however, to be satisfied with a mere glance, but were taken along the pier to look at the beautiful vista up Harmer-street beyond. At a given signal sixty young ladies who had been chosen to strew flowers before the bride elect, filed, two, and two, from their waiting-room, and ranged themselves on each side of the path down the centre of the pier. They were all clad in red and white—the colours of the long line of Danish Kings from whom the fair Princess descends—and each carried a pretty basket filled with the earliest flowers of spring. They were in regular gradations from the ages of twelve to twenty, and were as charming samples of young belles as any town in England could have shown. At this period the Royal yacht was perfectly encircled by steamers, and the whole river covered with small boats, all decked with flags, surpassing in that respect even the wonderful display of bunting which was made during her Majesty's visit to Cherburg. It was really a wonderful scene—a scene one can neither describe nor forget, a scene of such enthusiasm, and yet of such imposing beauty from the numbers which made up the display, that we cannot expect to look upon its like again in England for many years to come. At a quarter past twelve the Princess re-appeared upon the deck, took the arm of the Prince, and preceded by a most brilliant suite, and followed by the members of her Royal

family, she came ashore on the pier. It is quite beyond the power of ordinary words to do justice to the almost wild enthusiasm of the welcome which greeted her. She stopped at the pier-head and bowed low in acknowledgment.

The Mayoress, Mrs. Sams, stepped forth to meet her Royal Highness, and presented the bouquet which was the loyal offering of the ladies of Gravesend. The Princess quitting the Prince advanced to the Mayoress, warmly shook hands with her, and thanked her cordially; they then moved towards the entrance of the pier—the young ladies throwing flowers before them, at them, over them, everywhere in fact, as the joyous excitement gained with every step; the ladies clapped their hands, and the gentlemen shouted and cried "God bless them." At the end of the pier their Royal Highnesses halted while the corporation advanced and presented an address, which was graciously received.

Surrounded by the escort, and followed by the rest of the *cortege*, the Royal carriage issued out into the streets. It is needless iteration to say how the bride elect was welcomed here. It was one great, cordial, hearty welcome from beginning to end—alike from first to last. Rank after rank, and company after company of the Volunteers presented arms, there were deafening cheers, and the house fronts were rippled over with a flutter of white handkerchiefs, and so on throughout. At the top of Harmer-street, the Royal carriage paused for one instant, while both Prince and Princess bowed in return to the tremendous greeting they received from the occupants of the grand stand at its end. Beyond this there was no stoppage or delay of any kind, and, at an even, but, by no means fast pace, the *cortege* traversed the New-road beneath arches, banners, garlands, and festive designs, and amid the same loud, kind, earnest demonstrations of welcome stopped at the railway station, which was beautifully decorated, and profusely embellished with the choicest plants from the conservatories of Lord Dartmouth, who had generously sent them in honor of the reception.

At about ten minutes to one o'clock the Royal train started at a pace which enabled the assembled multitudes at the various stations, and places of observation on the route, to catch a glimpse of the truly happy pair; and amidst the waving of handkerchiefs, the cheering of the multitude, and the joyous peels of bells, the Royal party arrived at the Bricklayer's Arms station, at twenty minutes to two o'clock, where they were met by His Royal Highness, the Duke of Cambridge, the Duke of Saxe-Cobourg, the Prince of Prussia, the Count de Flandres, and a numerous staff.

This station being the point for which the Princess was to make her first public entry into the capital of her adopted country, the preparations made were upon a grand scale, and reflected great credit on the Architect, who with magic wand transformed the receptacle of miscellaneous goods into a gorgeous scene of beauty and magnificence. As the train entered slowly into the station, a thrill of pleasant excitement ran through the entire throng, every one simultaneously standing up uncovered to see the Prince alight with his bride. This was the signal for a hearty burst of cheers, and the waving of hats and handkerchiefs, in the midst of which the Prince led the Princess, leaning on his arm, and radiant with youthful smiles and innocent gratification, in front of the large gallery, walking with her into the main reception-room. The Prince then escorted her to the refreshment saloon where a hurried luncheon was served, and congratulatory addresses were then presented, by the Lord Lieutenant of Surrey on behalf of the county.

The gracious manners, and the sweet, smiling countenance of the Princess excited an indefinable fascination over all present; and the result of her brief acquaintance with the first metropolitan assembly gathered together to receive her appeared to establish between the future Queen and her subjects a warm friendship and perfect understanding at first sight. On the other hand, the frank, manly pride evinced by the Heir Apparent in first publicly presenting his youthful bride in London, manifestly strengthened the prepossession of every one who witnessed it in his favour.

As the august pair quitted the railway they expressed their cordial satisfaction with the admirable arrangements of the reception.

At two o'clock precisely, his Royal Highness the Commander-in-Chief led the way to the Royal carriages. Before leaving the station, however, the Prince and Princess once more presented themselves at the door of the reception-room looking upon the platform, and were saluted with another round of cheering. Outside the booking-office an open carriage, attended by postillions, footmen, and outriders, all clad in scarlet and blue livery, with mourning bands round their arms, was drawn up to receive them. Having taken their seats amid the vehement acclamations of the concourse occupying the quadrangle and perched high upon every adjacent house-top, the Prince and Princess drove off towards the outer gateway, stopping a moment to allow the five other Royal carriages, containing the rest of the illustrious party and their *suite*, to move to the front. The cavalcade then proceeded through the Old Kent and Dover roads, and the Borough, in each of which triumphal arches and other emblems of loyalty and welcome were arranged. The whole

distance was thronged from rooftop to pavement with an eager and excited mass of human beings, whose lungs were exerted to their utmost to give vent to their feelings. The procession was headed by the Lord Lieutenant, and Sheriffs of Surrey, and also the Lord Mayor, Sheriffs, and their retinue, under an escort of Life Guards, to London Bridge, which presented an appearance wholly novel in the manner of its embellishment. The parapets were ornamented with statues of the Kings of Denmark, affixed to Danish standards some thirty feet high, and which in turn were surmounted by gilt figures of ravens and elephants—the national emblems. Between the standards tripods were placed, from which burning incense arose. At the south and north approaches to the bridge elegant pedestals were erected, bearing statues of Fame, surrounded by Danish warriors holding the “Danebrog,” or national flag. An imposing triumphal arch, about sixty feet high, and supported by sixteen Corinthian columns, had been constructed. The columns were surmounted with the statues of four eminent Danes—Saxo Grammaticus; Holberg, the poet; Thorwaldsen, the sculptor; and Juel, the painter. In the pediment, and in gilt letters, appeared the following lines, slightly adapted from Shakespeare’s *Tempest*:—

“Honour, riches, marriage, blessing,
Long continuance and increasing;
Hourly joys be still upon you,
England showers her blessings on you.”

A painting beneath represented Britannia, surrounded with sea gods and goddesses, escorting the Princess Alexandra to the shores of England. The pediment was surmounted by another representation of Britannia, and on either side recumbent figures of Fame heralding the approach of the Princess. A portrait of Queen Victoria, within a wreath of laurel, and with a crown above, supported by figures symbolical of Wisdom and Strength, adorned the northern front of the arch. The eight Corinthian columns on that side of the trophy supported four statues of Fame, and above the footway the Royal arms of England with those of Denmark were displayed. The shipping on the Thames and the little passenger steamers were all profusely decked for the occasion, and flags floated from buildings on either side of the river, right and left of the bridge, as far as the eye could reach.

When the helmets of the Life Guards, towering high above the heads of the multitude, began to appear—indicating the near approach of the Princess,—the crush of the throng in front of the Mansion House, became so tremendous as to sweep every thing before it, and for a time the possibility of making a passage for the Royal Maiden appeared to

be almost hopeless. In spite of every exertion of the troops and servants who accompanied it, the crowd partly of its own eager free will, and partly by the overwhelming force and strength of the pressure behind it, was urged forward in such a manner as to threaten not only the lives of the foremost, but even the security of the Princess herself. Again and again, the shrieks of women were painfully apparent above the prevailing uproar, and boys in a pitiable state of terror were seen waging a struggle for life. At one time a baby was held up in the crowd which had all the appearance of being dead or dying, and another woman was seen to throw a child about one year and a half old, into a passing carriage to save its life, and she was then swept into the vortex of the crowd herself.

In this emergency it would be unjust to leave unmentioned the signal service rendered by Lord Alfred Paget, who rode as equerry beside the Royal carriage. By an adroit mixture of firmness and good humour, which charmed the multitude, he coaxed a passage where it was impossible to force one, and again and again rescued his charge from what might have proved a serious embarrassment. At one time an attempt was made, in all loyalty and good humour, no doubt, to take out the horses, that the happy pair might be drawn through the City. In every case the tact and good humour of the equerries succeeded in averting these well meant but untimely manifestations of the thousands surging to and fro to catch a glimpse of them.

At this juncture the excitement amongst the occupants of the balcony at the Mansion House was at the highest. The Princess was seen acknowledging, with enchanting grace, the tumultuous cheers which were bestowed upon her, many of which greeted her from the summits of the loftiest roofs, and from the lamp-posts and curbstones of the route along which she was moving. She was seen too, to be constantly rising from her seat, and with her hands, gently and tenderly raising the heads (many of them rough and ragged ones) of the individuals who, jammed by the intense and irrepressible pressure of the throng against the side of the Royal carriage, appeared to be in a fair way of having their brains knocked out against the panels. In this way, and amidst these labours (for such they really were), Her Royal Highness reached the front of the Mansion House, when the Lady Mayoress descended to the carriage way and presented the Princess with an exquisite bouquet of flowers set in a "holder rich with gems," which was graciously acknowledged; and the procession after a passage had been cleared pursued its onward progress towards St. Paul's; in the yard of which the City authorities had erected seats to accommodate some thousands of spectators.

Ludgate Hill and Fleet Street were alike decorated with flags and banners, and so highly decorated was that ancient structure—Temple Bar, that no one could have detected in the glittering mass of gold and crimson, silver and white, which bestrode Fleet Street, the weather-beaten mass of stonework that is so celebrated in the history of London. The massive gates had been retained, and the general outline of the new creation called up a dim recollection of the ancient edifice as it came from the hands of Wren, but there the resemblance ended. From top to bottom all was changed. The lower parts were swathed in coloured cloth, decorated with fringes and tassals, so that not an inch of the masonry was visible. Above the centre of the middle arch were placed medallion portraits of the Prince and Princess in white stucco. Broad pieces of cloth of gold, stiff with metal were drawn over the body of the structure, and so arranged on either side of the centre window as to represent the front of a pavilion. Of course the well known statues which have looked down with their stony eyes upon so many strange scenes were entirely concealed from view, but in their stead two gilt figures appeared in a sitting posture at the spot where the cloth of gold parted and drawn aside, seemed to give admission to the interior of the tent. The united arms of England and Denmark, surmounted by a crown, and surrounded by a golden wreath of bay-leaves, were displayed at the top of the pavilion. The crush at this point was all the morning somewhat wonderful and fearful to pedestrians.

With slow and measured steps the procession wended its way westward along the Strand and Trafalgar Square to Pall Mall and Piccadilly, surrounded at every point by an enthusiastic multitude. Cambridge House the mansion of Viscount Palmerston, was a point of great attraction all the day. In the curtilage in front of the house were constructed about 60 seats, but without any canopy, consequently the shower of small rain which fell about two o'clock dispersed their fair occupants. About three o'clock the rain having discontinued, his Lordship accompanied by Lady Palmerston, the Duke of Somerset, (First Lord of the Admiralty,) and his Duchess, The Right Hon. W. Cowper, (First Commissioners of Public Works,) the Earl of Shaftesbury, the Marquis of Azeglio, Minister at the Court of St. James's for Italy, and many other friends, took his seat in the centre amidst loud cheers, and awaited with patience the arrival of the Royal procession; while passing in front the progress of the Royal Carriage was slightly slackened, and the Prince and Princess bowed several times to the distinguished party.

The display in Hyde Park was essentially confined to the Volunteers. An army of 17,000 men, representing all arms of the service, marched

on to the grass, as they had done once before to prove their fidelity and zeal to the Royal House of England. Amongst them were Captain Turner and the Hunts. Light Horse, (116 strong), who in their brilliant scarlet uniform were a centre of attraction. They were brigaded with other cavalry regiments, under the command of the Duke of Manchester. The force was opened out into line shortly before half-past 3 o'clock. It was not as usual two, but four deep, and even with this arrangement, which practically represented eight lines, of three-quarters of a mile in length, there was not a vacant space into which another battalion could have been crowded. This calculation of course refers only to Volunteers, and excludes the public, who were here, as at every other part of the route, in overwhelming numbers. What they saw beyond the assembling of these men it is difficult to conjecture, for they were kept back by the police, and a troop of the 18th Hussars, beyond the railings full 50 yards apart, and when the avenue of Volunteers was formed, the troops were between the public and the Royal equipages.

The trees in the park were inhabited by a numerous colony of human beings, whose vociferations as the Royal carriages came in view were deafening in the extreme. The *cortege* passed at a walking pace between the double line of Volunteers, and when the glittering throng had passed, sufficient testimony to the beauty of the Princess. and to the interest her presence excited, was afforded by the universal admission of officers and men that they felt "awfully jealous" whenever she bowed to the other side and not to them. So magical, indeed, was the influence she exercised that from a few of the volunteer corps she charmed all apparent recollection of discipline, leading the rank and file not only to cheer with all their might, but in isolated cases to break from their lines and pursue the carriage. The Princess appeared to be touched and even agitated by the grandeur of her reception. She responded to the salutations, both military and popular, with easy grace and unwearying condescension.

The arrangements within the Great Western Railway station at Paddington were most satisfactory. The Royal Saloon Carriage, believed to be the most complete ever constructed, has an entrance lobby, with doors and windows on both sides. Its length is about 80 feet by 10 broad, and rests on eight wheels. The State compartment is handsomely furnished with side sofas, covered with crimson silk damask. At one end is a Chair of State, richly carved and gilt. In the centre stands an ottoman covered with the same. The floor is fitted with a bordered Axminster carpet. The compartment is lighted from the roof. The ceiling is composed of white watered taberet, in flutes radiating from

the centre. On the other side of the entrance lobby, and communicating with the State apartment is a *coupé*, fitted up as a retiring room. In the other end is a *coupé*, but not communicating with the State saloon; this apartment is for the chairman or chief officers of the Company. In the ceiling of this compartment is an apparatus for signalling the driver, to increase or diminish speed, &c.

At a quarter past five the train, which was driven by the Earl of Caithness, and Mr. Gooch, the Locomotive Superintendent of the line, slowly left the station, the band playing "God save the Queen" and the "Danish Anthem", amid the enthusiastic shouts of the joyous assemblage.

About five o'clock six carriages, each drawn by four white or cream-coloured horses, all magnificently appointed, drove up to Slough Station.

The Crown Prince of Prussia, and Prince Louis of Hesse, the young Princes Arthur and Leopold, attended by General Seymour, alighted at the private entrance to the station. Punctual to the minute, the locomotive "Lord of the Isles," richly gilded and bedecked with evergreens, surmounted with the Prince of Wales plume over all, dashed into the station. The Crown Prince and Prince Louis with the younger Princes entered the Saloon carriage in which the Royal party had come and paid their respects to the Princess Alexandra and her Royal parents. The whole party then alighted, and passing through the reception-room entered the carriages in waiting.

The royal borough of Windsor had been in a state of much excitement for more than a fortnight past. Notwithstanding all the preparations, however, so determined, so drenching, and so incessant had become the rain, that when the Royal carriages came from the castle, and took their way through the streets towards Slough they scarcely excited any interest. The Corporation nevertheless attended beneath the triumphal arch, with the intention of presenting and reading an address, the incessant rain however prevented the latter object as the carriage was obliged to be closed.

For an hour or more before dark Her Majesty, with the younger Princesses Louisa, and Beatrice, was seen seated at a window immediately above the suite of rooms occupied by the Princess Alice, and it was not until it became too dark to note what was going on below that the group on which so many eyes were fixed retired. At last a distant gun, a volley of rockets from the lower grounds, the merry peal of bells at Windsor church, and the shouts of the crowd outside announced that the Royal Procession was at hand, and in a few minutes the nodding plumes of the Life Guards were seen approaching through the darkness.

Within the gates were ranged the children of the Queen's Own School, from Cumberland Lodge, the girls in bright scarlet cloaks and the boys in gray, and the shrill hurrahs of these objects of the Royal bounty were the latest sounds which rang in Her Royal Highness's ears.

It was half-past six o'clock as the procession passed under the York and Lancaster gateway to the grand entrance. The Queen with the officers of the household, received her on the grand staircase. We need say no more than that the welcome she received there was one of the warmest.—“Long may they live, and happy may they be,” is the sincere wish of all their loyal subjects and the country at large.

THE POET LAUREATE'S WELCOME TO THE PRINCESS.

Sea-kings' daughter from over the sea,

Alexandra?

Saxon, and Norman, and Dane are we,

But all of us Danes in our welcome of thee.

Alexandra!

Welcome her, thunders of fort and of fleet!

Welcome her, thundering cheer of the street!

Welcome her, all things youthful and sweet,

Scatter the blossom under her feet!

Break, happy land, into earlier flowers!

Make music, O bird, in the new-budded bowers!

Welcome her, welcome her, all that is ours!

Warble, O bugle, and trumpet, blare!

Flags, flutter out upon turrets and towers!

Flames, on the windy headland flare!

Utter your jubilee, steeple and spire!

Clash ye bells, in the merry March air!

Flash, ye cities, in rivers of fire!

Welcome her, welcome the land's desire,

Alexandra!

Sea-kings' daughter as happy as fair,

Blissful bride of a blissful heir.

Bride of the heir of the kings of the sea,

O joy to the people and joy to the throne,

Come to us, love us, and make us your own:

For Saxon, or Dane, or Norman we,

Tenton or Celt, or whatever we be,

We are each all Dane in our welcome of thee.

Alexandra!

THE MARRIAGE OF H.R.H. PRINCE OF WALES AND PRINCESS ALEXANDRA.

On Tuesday 10th, the third day after the arrival of the Princess, the town of Windsor was again all bustle and excitement, and company began at an early hour to arrive.

The first procession from Windsor Castle to the Chapel consisting of the Royal guests of Her Majesty, was appointed to set forth at half-past eleven, and as this period approached all accessible positions hitherto vacant became filled. The second procession consisted of members of the Royal Family, and of the Queen's Household, conspicuous amongst whom were the Royal Princesses, who were loudly cheered, more particularly the Crown Princess of Prussia, who has always been popular in her own right, but in this instance was further accepted as in some sense representing Her Majesty the Queen. Her Royal Highness seemed much gratified at the warmth of the sentiments preserved towards her in her native land. The third procession was the Bridegroom's, who was most enthusiastically received, this was followed by the Bride.

Through the iron gates at the top of Park Hill came the four processions in unbroken order to St. George's Chapel, the nave of which was lighted up by hues and colours so rich and bright that from the floor half-way up the fluted pillars the effect was like that produced by a piece of gorgeous tapestry, or by a grand oriental carpet hung on the walls. The nave served as the channel or embankment of the stream which swept from the outer hall to the Chapel, laden with all the pageantry of the great spectacle, and returning thence rolled back its tide once more, bearing the Prince and his Bride on the swelling crest of all its pomp.

The last of the visitors has been finally wedged into the only space left, and the moving of every person in uniform up and down the Nave is marked with greater attention. One by one the Beefeaters, moving from the chapel end of the Nave, are posted in an exact line one by each pillar, and mark the course of the processions and indicate the beginning of the ceremonial. They are followed by the gold-encrusted kettle-drummer, trumpeters, and the sergeant-trumpeter, who take up their positions at the entrance to the Nave, next the doorway. And all this time, as these preliminary movements and adjustments are going on, there are filing in singly or in groups to the Chapel the invited guests of the Queen, and the dignitaries whose rank gives them posts of honour; now and then as before still comes forth a stray visitor to the Nave.

Here comes with infirm but measured step the well-known figure which has been seen so often for many long years, once erect, soldierly, and stalwart, strong type of the strong man who fought in the famous fields of half a century ago, and fighting still with stark courage against the inroads of time. Covered with orders, laden with years indeed, and with the honours his services have bought, who that this day sees Stapleton, Viscount Combermere, in that exact uniform, marching down the centre of the Nave in the lustrous boots, which will remind old soldiers of the scrupulous neatness for which the dashing horseman of El Badon was distinguished, remembers that he served in Flanders before Napoleon founded a dynasty; and in India long before the great Company had ceased to fear Tippoo, before the Mahrattas were broken, and before the power of the Sikhs was heard of.

Meanwhile the brilliant assemblage appointed to witness or take part in the inner mysteries were taking their places in the choir. One of the earliest arrivals among the lady vocalists was Madame Jenny Lind Goldschmidt, whose clear voice and pure intonation were easily distinguishable in the chorales of the service. The organ at which Dr. Elvey, presided in his robes as a Doctor of Music of the University of Oxford, was supplemented by an instrumental band, led by Mr. Anderson, the director of Her Majesty's private orchestra.

As might be naturally expected, much interest was excited at the appearance of Viscount Palmerston, who as soon as he had reached his stall, was conspicuous by his accustomed easy attitude; his countenance shining with unimpaired intelligence and vivacity.

By this time it was a quarter to twelve,—another personage, silent, unannounced, but not unnoticed had come upon the scene, and all eyes are quietly directed towards the quaint old pew in the wall. In another instant the Queen herself appears, accompanied by his Royal Highness the Duke of Saxe Cobourg and Gotha, the brother of the late Prince Consort, so like him as to make the resemblance almost startling, as he stands by the side of Her Majesty. The Queen wore the simplest and plainest of widow's weeds,—a Widow's Cap, a Black Silk Dress, with white collar and cuffs, and black gloves. Furthermore she wore the broad Blue Ribbon of the Garter, with glittering star, and round her neck what seemed to be a Locket, suspended from a gold chain. Her face looked very, very pale; but beyond this pallor, the result, no doubt of a settled and inconsolable melancholy, no signs of actual malady were to be traced in that calm and statuesque countenance.

Her Majesty stands at the window of the Royal pew, a little withdrawn from general gaze, and the Duke apparently explains to her the

arrangements going on below. As the Royal Family pass beneath they all bow and curtsy deeply to the Queen; and the Princess Helena, who wears a train, gathers hers on her arm like the rest, and seats herself near the Duchess of Cambridge. The next is the Princess Alice, she wore a noble coronet of brilliants, and pays the same deep reverence to her mother as all the rest; then the Princess Royal, looking as young, as amiable, and as timid, as when she herself was led to the altar at the Chapel Royal, but this time leading by the hand a fine little boy, who, all unawed by the stately pomp around, dragged on his mother's arm, as he looked behind him at the pageant, and with difficulty brought his little feet to surmount the three steps of the *haut pas*. All have risen as they enter, and the Queen herself now rises and bows to her daughter with a kind and winning smile—the first that had passed across her face since she entered the Chapel.

At length the *Bridegroom* made his appearance. It was admitted on all sides that he looked handsome and dignified, and that his face beamed with intelligence. The dress he wore enhanced the charm of his manner, and seemed to add height to his stature. He was clothed in the robes of the Order of the Garter, and in that gorgeous panalopy, a General's uniform beneath, and a hat heavy with plumes in his hand, he looked from top to toe the favourite of fortune and the idol of his countrymen, who one day, please God, is to be Edward VII., King of England, and who, we humbly pray, may prove fully worthy of his amazing felicity, and the priceless inheritance of his people's love.

The Prince of Wales was supported on one side by his brother-in-law, His Royal Highness the Crown Prince of Prussia, and on the other by his Royal Highness the Duke of Saxe Coburg and Gotha. Both these princes were arrayed in the Robes of the Garter. As the procession went on its way, the drums and trumpets filing off as before, the band and organ performed Mendelssohn's March from *Athalie*. The Prince was slowly conducted to the seat prepared for him on the *haut pas*, but the prescribed formula was left unobserved. He did not take his seat. He looked upwards to the Royal Closet, and made a reverential bow to its occupant; he bent in silence before the Communion table; and then drew himself up to his full height, and remained isolated on the *haut pas*, motionless, his head turned towards the west, waiting for his bride.

A third time did the Lord Chamberlain return through the Nave, preceded by his drummers and trumpeters in their golden doublets. Another dead calm fell upon the auditory. Once more the band was hushed, the whispering quelled, the long breath drawn. The suspense lasted only for a few minutes, yet it seemed almost painful in its inten-

sity. Upon the stroke of half-past twelve Lord Sydney emerged from this entrance, gallantly conducting the procession of the Bride, who walked in the midst of the brilliant train, supported by her Father, in military uniform; and the Duke of Cambridge, in the dress of a Field Marshall, worn under his robes as a Knight of the Garter. The Princess looked as beautiful as on her first arrival, and as beautiful as we trust she will for many long years to come; but she was evidently in a state of extreme nervous agitation; her eyes were downcast, and it was easy to perceive the tremulous motion of the bouquet of flowers she carried. Her dress of ample, but not inordinate dimensions, was of white tulle, over white silk, richly decked with orange blossoms; a wreath of the same encircled her head, and mingled with her soft brown hair, which was not so entirely *coiffée à la Chinoise* as on the day of her arrival, but had sufficient abandon given to it to permit one of those long pendant curls called a *repentir* to fall on her neck. For ornaments she wore the superb *parure* of pearls and diamonds presented to her by the bridegroom. Her train, which was of great length, was of white silk, and was borne by eight beautiful damsels—daughters of Earls—who officiated as bridesmaids, that is to say the Lady Victoria Scott, Lady Eliza Bruce, Lady Emily Villiers, Lady Feodore Wellesley, Lady Diana Beauclerk, Lady Victoria Howard, Lady Augusta Yorke, and the Lady Eleanor Hare.

Slowly the Bride reaches the *haut pas*, and as she stops to bow to the Queen, some of her fair attendants, who are apparently even more nervous than herself attempt to kneel, but, finding their mistake, rise quickly and move on as if they did not mean it. Then, and then only, does the Prince turn, as if to receive her, but checks himself as he sees them all bowing to the Queen, and for the first and only time he seems irresolute as to what he ought to do. The long keen scrutiny seems to have disturbed his composure at last, though only for a second, and the Anthem ceases, and all retire a little apart while the Bride and Bridegroom are left standing in the middle of the *haut pas*, the latter alone, the former closely surrounded by her attendant bridesmaids, so closely indeed, that in that gorgeous mass of scarlet, purple and gold, they were the only group on which the eye could turn with a feeling like rest from the surrounding glitter.

Handel's march from *Joseph* had been played at entering, but all the music had ceased as the party stood around the altar, till its strains broke out with the solemn words of the chorale:—

“This day, with joyful heart and voice.”

The exquisitely soft music of this chant, at once solemn and sorrowful,

was composed by the late Prince Consort. It may have been this, or the associations and lifelong memories called up by the scene beneath, but certain it is, that as the hymn commenced Her Majesty drew back from the window of the pew, and, after an effort to conceal her emotion, gave way to her tears and almost sobbed, nor did she recover her composure entirely throughout the rest of the ceremony.

The bridal party saw nothing of this ; the Bride's face was turned away from the pew, and the Queen was withdrawn too much from the front for the Prince to see her, though his gaze was often turned in that direction. As the solemn chant ended the Prelates advanced to the Communion rails, and the Primate in a clear voice, which was heard throughout every part of the building, Choir, and Nave, went through the service, which, when completed, he solemnly pronounced the benediction, during which the Queen, who had been more deeply affected, knelt and buried her face in her handkerchief. The Bride and Bridegroom then joined hands, and, turning to the Queen, gave more a nod of kindly friendship than a bow of State, which the Queen returned. In another minute the Queen giving a similar greeting to the Princess, quitted the closet, and the whole pageant went pouring in a gorgeous stream of colours, waving plumes, and flaming jewels out of the Choir. None but those who were present can tell how grand and solemn was the whole ceremony, or with how much deep hope and true devotion the marriage of the second Prince of Wales was celebrated in St. George's Chapel, Windsor.

The happy couple were met at the grand entrance to the Castle by the Queen, (who had returned by a private way) and the officers of the Royal household. The Royal pair left the castle a few hours afterwards in an open carriage drawn by four white horses, and preceded by outriders similarly mounted as on the Princess's arrival. Their appearance was the signal for, perhaps the loudest burst of cheering which had been heard throughout the day ; and when the saloon carriage of the South-Western Railway moved slowly through the station, and the happy pair appeared at the window, the shouts were almost deafening. In a moment more the train had disappeared, and the Royal pair on their way for Osborne.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

THE annual general meeting of the friends and supporters of the National Lifeboat Institution was held March 2nd, 1863, at the London Tavern; the Right Hon. Lord Lovaine, M.P., in the chair, supported by the following influential gentlemen, amongst others—Stephen Cave, Esq., M.P.; Admiral Sir George Sartorius; Thomas Baring Esq., M.P.; Captain Tarleton, R.N., C.B., Deputy Controller General of Coast Guard; Rev Geo. Ainslie, M.A.; Admiral Washington, F.R.S., Hydrographer of the Admiralty; Thomas Chapman, Esq., F.R.S., V.P.; Sir Edward Perrott, Bart., V.P.; Wm. Jackson, Esq., M.P.; Admiral Mc Hardy; W. H. Harton, Esq.; Capt. Halsted, R.N.; T. R. Tuffnell, Esq., Royal Mail Steam Packet Company; Henry Paull, Esq., M.P.; John Griffith, Esq.; Montague Gore, Esq.; G. C. Begbie, Esq.; Messrs. T. and W. Forrest; C. Clifford Esq.; T. H. Bell, Esq.; Thomas Page, Esq., Capt. Ward, R.N.; E. Beedell, Esq.; C. Rogers, Esq.; H. Vardon, Esq.; Charles Ralph, Esq.; Samuel Hibbert, Esq.; J. R. Wilson, Esq.; B. Edgington, Esq. Captain Isacke; Lieut. Symons, R.N., &c.

Lord Lovaine, in opening the proceedings, said that he was sure the meeting would be gratified to learn that the Institution was progressing in a most satisfactory manner, and had obtained a firm hold upon the feelings of the country at large, and most deservedly so, as there was not any Institution more calculated to promote the welfare of that large and important class to whom the nation was indebted for so much of its wealth, and its protection from a foreign enemy. (Hear, hear.) From the report the meeting would see that the annual receipts had fallen short of the contributions received in former years, which was to be attributed to the large demands upon the purses of the charitable public by the Lancashire distress. With regard to the position that the Institution held, it might be considered as somewhat curious that it progressed as it did, as it was not in possession of any of those adventitious means to attract the attention of society that others had. They had not any splendid buildings or extensive establishments to show, but their labours must be followed in the gloominess of the darkness and the terrors of the storm. (Hear, hear.) They had not the same incentive before them as those who could parade the objects of their benevolence, and who were to be met with in every walk of life, who could choose the objects of their choice to relieve. But the National Lifeboat Institution had to carry on their work in the face of the tempest and the dread of the wave, and it was then, when all other men were shrinking in the cover of their own doors, and could hardly bear to hear the fury of the storm, that the life-boat went forth. Still the Institution gained ground in the affections of the public, and there was every probability of its obtaining increased support. (Loud cheers.) It was satisfactory to find from the report that of fourteen new life-boats recently placed on the coast, eight had been presented by private individuals, and it showed that there were many men who were anxious to help to save the shipwrecked sailors. (Hear, hear.) He was sorry to add that last year the average of wrecks had been far greater than in former years. The

average had formerly been 1,000, but last year there were 1,400, but notwithstanding, the loss of life had been less by one-fifth than ever it had been before. He was glad to be able to announce that the Prince of Wales had become a Vice-patron of the Institution, and every loyal heart hoped that he would long live to encourage the fond wishes which now reigned in the hearts of the English people. There was one other subject that he (the chairman) felt bound to touch upon, and that was to observe that as regarded lighting the coasts, great things had been done in the way of improvement, and he might instance that a new light had been put up at Dungeness, which was a much finer light than had ever been known before. It was lighted by the electric light, and it was to be hoped that it having been applied with success, it would be adapted to other lighthouses round the coast, and thus tend to check the fearful loss of life which so frequently ensued on the shores of the land. He concluded by moving the election of the officers of the Institution for the current year. (Loud cheers.)

The election having been made, the Secretary, Mr. Lewis, read at length the report, of which we give an abstract, as follows :—

The Report began by expressing the deep sense the Committee of Management of the Institution of the confidence which had been placed in them by the British public, as evinced by the continued liberal support extended to it. The Report referred to the gratifying fact that His Royal Highness the Prince of Wales had become a Vice-Patron of the Royal National Life-boat Institution, and a liberal contributor to its funds,—a post which for twelve years had been worthily occupied by the late lamented Prince Consort. During the past year the Institution had placed fourteen new life-boats on the coast, viz. : at Blakeney, Kirkcudbright, Kingstown, Poolbeg, Howth, Withernsea, Thorpe, New Brighton, Appledore, Guernsey, Porthleven, Tynemouth, Fleetwood, and Newhaven; six of this number occupying new stations, and the remainder replacing worn-out or inferior boats. Other life-boats were in course of construction for Budehaven, Swansea, and other places. Transporting Carriages and substantial Boat-houses had been provided for all the life-boats. Six life-boats had also been built for the Portuguese Government, by the Messrs. Forrest, on the Institution's plan, and one for the Colonial Government of New Zealand. The Institution had now 124 life-boats on the coasts of the United Kingdom. Of the fourteen new boats placed on the coasts during the past year, no less than eight had been the special gifts of individuals, and another, that at Thorpe, in Suffolk, was presented to the Institution by the town of Ipswich. The life-boats of the Institution, during the year 1862, had saved 358 persons from wrecked ships, nearly the whole of them under circumstances of imminent peril, when no other description of boat could have performed the service. For these services the Institution had granted rewards amounting to £915. 18s. 1d. On these and quarterly exercise, the life-boats had been manned by upwards of 6,000 persons, and happily with one single exception, without loss of life. Taking into account a considerable series of years, the average number of shipwrecks on our coast is 1,000, and the loss of life therefrom amounts to 800 persons. The gales of the past year were unusually

heavy, and the result was that the number of shipwrecks was 1,490, accompanied by a loss of 644 lives. It was for the British public to decide whether they were satisfied with the sufficiency of the means for saving life from shipwreck now in use on our coast. During the past-year, 4,081 lives had been saved from shipwrecks on our coast. As usual, ships, ships' boats and smacks had saved more lives in that period, than the life-boats and the rocket and mortar apparatus. That apparent discrepancy was capable of easy explanation. When a disaster took place in British waters, it generally happened that either a ship or smack was fortunately at hand to render assistance to the crews of the distressed vessels. Such help was seldom attended with any great danger, (although sometimes it was so,) and the men were frequently brought ashore before any tidings at all had reached a life-boat station. But the great value of the services rendered by life-boats could only be appreciated by considering that they were mostly performed on occasions when no other craft could be launched from the shore with safety. The total number of persons saved from shipwreck, from the establishment of the Institution in 1824 to the end of the year 1862, either by its life-boats, or by special exertions for which it has granted rewards, is 12,854. How inadequately words expressed the aggregate amount of misery which the saving of so many thousands of lives must have prevented! During the past year thirteen silver medals, fourteen votes of thanks inscribed on vellum, and £1,125. 8s. 1d. had been granted by the Institution for saving the lives of 574 persons by life-boats, shore-boats, and other means, on the coasts and outlying banks of the United Kingdom. Since the formation of the Institution it had expended on life-boat establishments £67,780, and had voted 82 gold and 718 silver medals for saving life, besides pecuniary awards, amounting together to £16,478.

"The Committee expressed their deep acknowledgments to the Board of Trade, the Coast Guard, the Local Committees, the Railway and Steam Packet Companies for their continued valuable and zealous co-operation. The total receipts of the Institution during the year 1862 amounted to £14,825. 5s. 1d.; of that sum no less than £2,715 was given by benevolent individuals to defray the cost of ten life-boats. The Committee gratefully acknowledged the receipt of the special contributions from foreign countries:—£100 from the President of the United States of America, "in testimony of his sense of the important labours of the Institution to American shipwrecked seamen." £50 from the Maritime Insurance Company of Finland, "as an expression of their gratitude on becoming acquainted with the blessed results which had attended the efforts of the Life-boat Institution, the Company being convinced that the Institution had been the means of saving many a Finnish life from certain death." £251. 15s. from China, collected at Hong Kong and Shanghai by the kind exertions of the Committee's respected colleague, W. H. Harton, Esq., during his visit to those dependencies, assisted by Messrs. Gilman and Co., and others."

The Committee had likewise to express their best thanks to Hugh Taylor, Esq., of Backworth Hall, for his zealous exertions in collecting £350 towards

the cost of the Tynemouth life-boat and rocket-house. The following legacies had been left to the Institution, since the last Report ; Mrs. Ann Cutto, of Old Kent Road, London, £1,000 free of duty ; T. A. Venables, Esq., of Worcester, £500 ; Mr. John Jolly, farmer, of Enstone, Oxford, £210 ; Mr. Thomas Robinson, commercial traveller, of Cheetham, Manchester, £210 ; Dr. C. T. West, of Kingston-upon-Hull, £100 ; William Lupton, Esq., of Salford, £100 ; Miss Alice Gedge, of Great Yarmouth, £100 ; Miss Sarah Tagg, of Eccleshall, £50 ; and E. E. Vidal, Esq., of Brighton, £5. The expenditure of the Institution during the same period was £12,177 17s., of which sum £5,269 6d. were expended on additional life-boats, transporting carriages, boat-houses, and necessary gear ; and £3,977. 0s. 4d. on the necessary expenses of repairs, painting, refitting, and inspection ; £1,094. 6s. 1d. in rewards for services to shipwrecked crews ; and £2,242. 9s. 10d. for coxswains' salaries, and the quarterly practice of the boats' crews. The items of receipt and expenditure were given detailed in the financial statement annexed to the Report as audited as usual by a public accountant. From it was seen that the Committee had incurred further liabilities amounting to £3,100 6s. for various life-boat establishments, &c. It had already been observed that 358 shipwrecked sailors have been snatched from a watery grave, during the past year, by the life-boats of the Institution. No less than 62 lives were thus rescued during the fearful gales of January last. No Institution had a stronger claim for general sympathy and support than the National Life-boat Institution, whose life-boats under Divine Providence, had so often preserved to an otherwise desolate home a husband, father, or brother. The Committee therefore appealed with confidence to the country at large, to assist them to maintain in a state of thorough efficiency the 124 life-boat establishments of the Institution."

Mr. Stephen Cave, M.P., moved the adoption of the report, and congratulated the society on the success of its operations, but while 558 lives had been saved, no less than 644 had been lost, and there only needed that fact to be known still further to recommend the Institution to the benevolence of the public. (Cheers.)

The Rev. George Ainslie seconded the motion, and drew attention to the fact that while the average wrecks of former years had been 1,000, with the deaths 800, yet during last year, while the wrecks had been 1,400, the deaths had only been 644. (Hear.)

The report was then adopted unanimously.

Mr. Montague Gore moved, and Mr. H. Paull, M.P., seconded the next resolution, which was carried, as follows :—"That this meeting expresses great satisfaction at the continued success, which has attended the humane operations of the Royal National Life-boat Institution during the past year, and is gratified to learn the important fact, that in the same period 4,081 persons were rescued by life-boats, the rocket-apparatus, shore-boats, and other means, from shipwrecks on the shores and in the seas of the British Isles—facts which should call forth the grateful acknowledgments of the community at large, as showing most satisfactorily what is accomplished in

this good work by energetic and well-directed efforts. That this meeting does therefore undertake to use its best exertions to sustain the philanthropic operations of the National Life-boat Institution, whose claims for support must come home to every one."

Admiral Sir George Sartorius then moved and Admiral M'Hardy seconded the next resolution, which was carried, viz:—"That the thanks of this meeting be tendered to the Lords of the Committee of Privy Council for Trade, and to the Marine Department of the Board of Trade, for the important and cordial aid afforded by them to the Royal National Life-boat Institution. Also to the Commodore Controller-General, the Deputy Controller-General, and the officers and men of her Majesty's coast-guard service, for their continued valuable assistance to the Institution."

The next resolution was moved by Mr. J. E. Johnson, Chairman of the Surrey Quarter Sessions, and seconded by Mr. Wilson, "That this meeting tenders its cordial thanks to Thomas Baring, Esq., M.P., F.R.S., V.P., the Chairman; to Thomas Chapman, F.R.S., V.P., the Deputy Chairman; and to the other members of the Committee of Management, for the care and attention with which they continue to administer the important affairs of the Institution. Also to the honorary Local Committee of the several branches of the Institution for their zealous co-operation with the Central Committee in promoting the efficiency of the life-boat establishments intrusted to their superintendence and management."

Mr. Chapman acknowledged the resolution, and a vote of thanks to the Chairman closed the proceedings.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Squadron.—His Royal Highness the Prince of Wales has become the Patron of the club.

Royal Thames Yacht Club.—The quarterly general meeting of this club commanded a large attendance of members on Wednesday evening, March 4th, at the Club-house, Albemarle Street; the noble commodore, Lord A. Paget, M.P., in the chair. Some forty members and friends had previously assembled at the house dinner. The secretary read both the January and February minutes, which were unanimously confirmed. The report of the committee was also read, and after some discussion was ultimately adopted. The period for the annual election of officers having returned, the noble commodore, Lord A. Paget, M.P., was unanimously re-elected. His lordship returned thanks.

The office of vice-commodore having to be filled up, a long discussion took place on the propriety of at once electing a vice commodore in lieu of the late lamented Mr. Green. After a long debate it was agreed that a special general meeting should be held the first Wednesday in April; to select a vice-commodore from a list of candidates, whose names and proposers must be put up in the club room one fortnight previously. The re-election

of the treasurer then took place, and Mr. Hutchons returned thanks. The re-election of the secretary was adjourned to the special general meeting in April, when the cup-bearer, auditors, and general committee will also have to be elected. The sum of £10 was unanimously voted to the Shipwrecked Fishermen and Mariners' Royal Benevolent Society. Ten Gentlemen, including Col. Hogge, C.B., Pauline cutter, and the Rev. T. Vernon Tipping Vigilant cutter, were, at the conclusion of the ballot, elected members.

The following rule was altered as regards the vexed question of shifting ballast, viz. that Rule XIII., of the sailing regulations shall stand as follows, viz. "That no ballast be shifted during a match; that no water ballast be allowed; that no bags of shot or other ballast *prepared for shifting be allowed to be on board*; that all ballast shall be under the platform, or in lockers; and that the platform and lockers be sealed down by a person appointed for the occasion by the acting officer of the club; *no more than the usual anchors and chains shall be allowed* to be carried during the match."

The following is the sailing programme, 1863, the total amount of prizes offered being £520.

Opening trip on Saturday, May 16. Yachts to assemble at Blackwall at two p.m., and sail thence in company to Gravesend. Dinner at Pallister's at six o'clock.

First match on Thursday, May 28th, for cutters of the first and third classes, viz. first class, exceeding 35 tons, prize value £100, to second boat (if four start) prize value of £50; third prize exceeding 12 and not exceeding 20 tons, prize value £40, with a prize value £20 to the 2nd boat (if four start) half minute time allowed per ton in each class. Course, from Erith round the Nore and return. Entries to close on Thursday, May 21st, at ten p.m.

Second match, on Thursday, June 11th, for cutters of the second and fourth classes, viz., second class exceeding 20 and not exceeding 35 tons, first boat, prize value £50, with a prize value £20 to second boat (if four start); fourth class 7 tons, and not exceeding 12 tons, prize value £30, with a £10 prize to second boat (if four start); half minute time per ton for difference of tonnage in each class; course from Erith round the Nore and return. Entries to close on Thursday, June 4th, at ten p.m.

And on the same day an extra match, for vessels of 20 tons and upwards (any rig), and which have never won a prize; to sail with the usual fittings in cruising trim to the satisfaction of the committee; first prize value £40, with a prize value £10 to the second vessel (if four start); course, time for tonnage, and last night of entry, the same as for the second and fourth class.

Fourth match on Saturday, June 27th, open to schooners of all royal yacht clubs; first class, exceeding 100 tons, prize of £100 value; second class not exceeding 100 tons, prize £50 value; no time allowed for difference of tonnage; course, from Gravesend round the Mouse and return. Entries to close on Thursday, June 18th, at ten p.m.

Royal London Yacht Club.—The Annual meeting was held at the club-house, Caledonian Hotel, Adelphi, on the evening of the 16th ult., when several gentlemen were admitted as members, and the election of officers

took place.—The gentlemen who have so ably held office during the past year were re-elected—A. Arcedeckne, Esq., Commodore; H. E. Smith, Esq., Vice-Commodore; G. C. Eagle, Esq., Treasurer; A. Crossley, Esq., Cup-bearer; Messrs. Davey, Fearon, Haines, G. Harrison, Roper, Phillips, Maynard, Smith, and Tress, were with the flag-officers appointed the Sailing Committee.

The following programme of the sailing committee for the season was presented to the club and adopted:—

Opening trip, Saturday May 2nd. Yachts to assemble at Blackwall at 2h. 30m., and sail thence in company to Erith, where the usual dinner will be held at 6 p.m.

First match, Wednesday, May 27th, for the first and second class vessels; course from Erith round the Nore Light and back. Prizes—first class, first yacht 70 guineas (in plate) second 10 sovs.; second class, first yacht 30 guineas (in plate); second 10 sovs. Entries close on Wednesday, May 20th, at ten p.m.

Second Match, Wednesday, June 10th, for yachts of the third class, course from Erith to the Chapman Head and back. Prizes—first yacht, 20 guineas (in plate); second 5 sovs.

An Extra match will also be sailed on the same day. Prizes—first yacht, 05 sovs., second 10 sovs. Yachts to sail in their usual sea-going trim.

Yachts to be measured at Erith the day before each match.

The Treasurer said they had repeated the extra match for vessels to sail in their ordinary cruising trim, as it had been productive of much sport last year. The prizes would, no doubt, as then, be given by the flag officers, who, of course reserved to themselves the right of imposing what conditions they pleased. The club, however, would probably remember that all the particulars had been announced last year in good time, the match was well carried out, and no doubt would again give general satisfaction.

Several alterations in the Rules of the Club were made, among them the following:—"That no ballast be shipped or unshipped during a match, and no shot-bags, or any kind of shifting or water ballast be allowed on board, and only the usual anchors and cables carried, which shall not be used as shifting ballast, and that no sweeps be used."

Prince of Wales Yacht Club.—The monthly meeting was held on the 13th ult., at the club-house, Freemasons' Tavern, when after the admission of members, the election of officers was proceeded with, Commodore R. Hewitt was re-elected; R. Leach, Esq., Vice-commodore: P. Turner, Esq., Treasurer; W. Webster, Esq., Cup-bearer; J. Burton, Esq., Hon.-Secretary, vice R. Sadlier, Esq., who resigned in consequence of business preventing his attending to the duties as he had hitherto done.

After the officers had returned thanks, the Treasurer said "He could not allow the present opportunity to pass without acknowledging the valuable services of Mr. Richard Sadlier, their late hon-secretary, who had retired, after having been associated with them in that capacity for six years. He was quite sure that those who had known him intimately would regret his

retirement, and the club had been much benefited by his exertions. He therefore moved, a vote of thanks for his past services." This was unanimously carried.

A committee meeting of this Club was held on Wednesday March 25th. when after some routine business the inter-national match was fixed for Tuesday 10th of June, when a prize of 50 guineas will be given to be sailed for by vessels of all nations, irrespective of rig or build, not exceeding 15 tons, P.W.Y.C. measurement.

Ranelagh Yacht Club.—It is decided that the opening trip should take place on Saturday, April 18th. Yachts to assemble off Greenwich Hospital at 2h. 30m. p.m. to start at three o'clock punctually, and sail in company to Erith, where a dinner will be provided at the Crown Hotel, for the members of the Club and their friends. It was also agreed to be recommended to the next general meeting that the first Match should take place on Tuesday, May 12th, and the second on Friday July 10th. All necessary arrangements in connection therewith to be agreed upon and settled at such general meeting.

YACHTING IN FRANCE.

A match postponed from last autumn to the spring of 1863, takes place on March 29th. at Argenteuil. The Sailing department of the Société des Régates Parisiennes has also arranged matches at Argenteuil as follows:—April 12th first prize of £12, for large river yachts; a prize of £8 for medium sized craft of the same description; and a prize of £6, for still smaller yachts. Second and third prizes of silver and silver-gilt medals will be awarded in each class.

Another yachting association known as the Cercle des Yacht de Paris will hold its first match at Argenteuil April 5th; three classes of yachts will sail together, but with distinct prizes for each series.

The Cercle des Régates de Bordeaux proposes to offer this season prizes ranging from a silver medal to £20 for proficiency and excellence in the construction of yachts. This club will open its season May 2nd, and has also arranged matches for May 7, and 31, July 12, August 16, and September 13. The arrangements are not yet fully matured for all these gatherings, but at the first the principal prize will be £4 and a silver medal. At the second meeting May 7th, four classes of yachts will compete; the prizes offered for the First Class are a gold medal for the first, and a silver medal for the second. In the second class £28 for the first, and a work of Art for the second; and in the fourth class £12 for the first, and a work of Art for the second.

M. Charron, sen., of Bordeaux is building a splendid 40-ton yacht, her dimensions are—length of keel, 48ft. 8in.; beam 14ft. 4in.; and depth 7ft. 10in. She is building for MM. Bineau and Fincke. The *Neva*, purchased by M. Bertin is in future to be called the *Fifre*.

OXFORD AND CAMBRIDGE ROWING MATCH.

On Saturday, March 28th, this event came off. The state of the tide was supposed to necessitate so early a start as half-past eight o'clock, a.m.: and late on Friday the course was altered from up the river to down, or from Mortlake to Putney. For these reasons the attendance on the banks of the river was by no means so numerous as on a previous occasions, at the time fixed for the start. The unfavourable condition of wind and tide, however, caused a delay of nearly two hours, which gave an opportunity for many thousands to assemble before the race. The morning broke as unfavourably as it well could for such a contest. The sky was gloomy and overcast, while a strong westerly wind raised a "sea" in the ordinarily quiet reaches of the river, which showed how judicious had been the alteration in the direction of the course. By seven o'clock a large number of steamboats were making their way towards Mortlake. Some, from the limited number of their occupants, and the universality of the display of light or dark blue ribbonsf evidently accommodated private parties.

The following gentlemen constituted the crews:—

OXFORD.		st.	lb.	CAMBRIDGE.		st.	lb.
R. Shepherd, Brazenose.....	10	0½	J. C. Hawkshaw, Trinity.....	11	0		
F. H. Kelly, University.....	11	5½	W. C. Smyly, Trinity.....	11	4½		
W. B. R. Jacobson, Christ Ch. 12	4		R. H. Morgan, Emmanuel.....	11	3½		
W. B. Woodgate, Brasenose.....	11	11	J. B. Wilson, Pembroke.....	11	10½		
A. Morrison, Balliol.....	12	4½	C. H. LaMothe, St. John's.....	12	2½		
W. Awdry, Balliol.....	11	4	R. A. Kinglake, Trinity.....	12	0		
G. R. Carr, Wadham.....	11	3½	J. G. C. Chambers, Trinity.....	11	5		
W. M. Hoare, Exeter, (stroke) 11	7½		F. Hanning, Trinity, (stroke). 10	5½			
F. Hopwood, Christ Ch. (cox). 8	4½		J. H. Archer, Corpus, (cox).....	5	9½		

The start had been appointed to take place at half-past nine, but the delay consequent upon the two boats—Oxford built by Messrs. J. and S. Salter, and Cambridge by Messrs. Searle, being rowed up by watermen, and the gentlemen being conveyed by land carriage, they were not afloat until a quarter to ten, in five minutes after which they took their stations just below Barker's rails, Oxford having won the choice of place on the Middlesex side, there being a very wide berth abeam between the two boats. At 23 minutes past ten, the boats being well in a line and ready, they were off, the start being very admirably taken by both, and with no preference easy of detection. For the first hundred yards in which there was none of that confusion which has often been remarked in the order of rowing in either boat, both being fairly at their work at the opening, they were level; immediately upon which there was a momentary but very trifling advantage, ascribed by some to Cambridge, but it was so transient as either not to be seen, or not acknowledged by others, and after between 150 and 200 yards, it was quite clear that the Oxonians were beginning to draw ahead, although at that time, as the boat was propelled by the vigorous oarsmen, it only shot at each stroke about a foot in advance. The Cambridge steering, or the flanking wind, drove them wider in their course towards the southward than they had any right to be, and the necessary exercise of their yoke lines did not increase their speed; but the Oxonians, in the next twenty pulls, began to show their opponents their stern, and off the

Ship, where the race usually terminates if rowed up, they had drawn themselves clear another boat's length. The Oxford style was more peculiarly that of Oxford than developed in the training; it was tolerably lofty, very powerful and extremely regular, scarcely so rapid as that of the Cambridge, the former, being estimated at 38 and 39, and the latter at 40 strokes per minute. There was no flinching in either boat from the arduous task they had set themselves. The Cambridge style was somewhat lower and very finished, being nearly akin to that of the London watermen, and very lively and buoyant; but it was clear that they were not so strong as their opponents. At Barnes railway bridge the Oxonians were two clear lengths ahead, but they did not increase it in the next 200 yards, the Cantabs there putting on a very fine spurt, which, however soon died off, and the Oxonians then slightly increased the lead.

The pace up to this point had been very fast on a bad tide, the Oxonians doing the distance to Barnes Bridge in three or four seconds over 5½ minutes: the rapidity of action in both boats was after this decreased two or three strokes per minute, and they wended their way at that rate down to the Star and Garter, at Putney, without any change or chance of one, the Oxonians winning by 28 seconds with apparent ease, their time being 28 minutes, 5 seconds, while their opponents exhibited symptoms of distress.

Both crews afterwards availed themselves, as usual, of the kind hospitality of Mr. Phillips, of the Cedars, Mortlake, where they partook of luncheon.

REGATTAS AND MATCHES.

- April 2.**—Prince of Wales Yacht Club Opening Trip from Blackwall at 3 p.m.
 2.—Temple Yacht Club Opening Trip—Charlton
 6.—Cannes Regatta, South of France
- May 11.**—Southampton Amateur Regatta Opening trip
 11.—Temple Yacht Club Sailing Match, close May 4.
 16.—Royal Thames Yacht Club Opening Trip—Blackwall, 2 p.m.
 17.—Bordeaux Regatta
 21.—Norfolk and Suffolk Yacht Club Opening Trip.
 28.—Royal Thames Yacht Club Sailing Match—first and second classes, Erith to the Nore.
- June 11.**—Royal Thames Yacht Club Sailing Match—second and fourth classes, Erith to the Nore—also an extra match
 18.—Norfolk and Suffolk Yacht Club Match at Cantley.
 18.—Royal Western Yacht Club Regatta, (Ireland,) Queenstown
 26.—Royal Mersey Yacht Club Regatta.
 27.—Royal Thames Yacht Club Schooner Match, Gravesend to the Merges Light and back.
- July 7.**—Royal Northern Yacht Club Regatta at Dunoon.
 16.—Norfolk and Suffolk Yacht Club Regatta at Wroxham
 22.—Royal Cork Yacht Club Regatta at Cork.
- Aug. 6.**—Norfolk and Suffolk Yacht Club Regatta at Quilton.

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HUNT'S YACHTING MAGAZINE.

MAY, 1863.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXIX.

As to the number of hands necessary to the efficient manning of a yacht, it is very difficult to define any precise rules: some yachtsmen are guided by the principles of economy, whilst on the other hand millionaires who have everything done in man-of-war fashion, leave the question of numbers altogether to their sailing-masters, who consequently take care that there shall be no lack of stalwart seamen to perform even the most trifling duty. Much, however, depends upon the nature of the service in which a yacht is to be employed: if she is merely used for occasional short cruises in the immediate locality of a yachting station, a short complement of hands will suffice; but if she is destined to adventure the Mediterranean, the Northern Seas, the Tropics, or further still to double either of the Capes, then economy is short sighted policy, and will neither conduce to the pleasure or confidence of her owner and his friends, or ensure a willing and contented crew: to secure the successful accomplishment of such lengthy cruises a full and efficient complement of men must be carried. As an approximate rule, perhaps that of one hand to every

* Continued from page 149.

ten tons, inclusive of the sailing-master, mate, or pilot, and cook or steward, may not be far out for home cruising; and exclusive of these when longer voyages are contemplated. This rule will hold good up to 70 or 80 tons, but above that the number may be diminished as the tonnage increases. Yawls and schooners are much easier to be handled than cutters, the sails being more distributed, not being so large and heavy to handle as cutters, and consequently a less number of men will be required to manage them. Cutters therefore are not adapted for foreign cruising from their heavy rig; and for this reason schooners or yawls must be preferred. Many cutters have a double rig, that of cutter and yawl, so as to adapt them for home cruising and racing, or by removing the boom and large mainsail, and rigging them with a mizen and lug, and a much smaller mainsail, thus adapt them for the heavier weather they cannot escape during long cruises.

With respect to the wages of men there is considerable latitude: capital seamen may be had at 20s. per week, and excellent hands—stout growing boys at 15s. A sailing-master of average ability, at from 25s. to 30s. per week; a mate at 23s. to 25s.; and a cook and steward, where both duties are combined, at from 20s. to 23s. When it comes however to picking an Al crew, the wages increase in proportion to the experience and standing of the men:—a sailing-master may be set down at from £100 to £150 per annum; mate at 25s. to 30s. per week, and men from 21s. to 28s.; all hands finding themselves in provisions, but it is usual to find them with clothes. For long cruises the arrangements may have to be made differently as to wages and provisions, in such cases the proper victualling of the crew must be provided for, as if left to themselves very awkward contingencies may arise.

It is advisable for yachtsmen to provide themselves with the acts of parliament relative to seamen, and make themselves acquainted with the sections thereof, having reference to a bearing upon the engagement of seamen in yachts; they will thus be enabled to provide against or deal with any difficulties that may arise, and as there are not a few sea-lawyers to be met with amongst the pleasure navy Jacks, it is highly necessary to be enabled to deal promptly with such characters, as men of that description will, if unchecked, set a whole crew by the ears, but when met with decision and energy on their own grounds of argument or opposition, are easily vanquished.

I should recommend every yachtsman desirous of having a well regulated ship under him, when engaging a crew at the commencement of the season, either for home or foreign cruising, to have a proper and legally authorised agreement drawn up and signed by both parties, whereby both employer and employed will, clearly understand the nature of their obligations to each other. It may also much simplify such business matters as may be connected with the Customs or Board of Trade regulations, if owners of yachts take the precaution of having their own names inserted in all necessary papers or forms that may be required, as captains and masters of their own vessels, instead of those of their sailing-masters; as in case of the discharge of the latter, hitches of a "red tape" nature may occur in official departments, which although trivial in themselves, often lead to vexatious delays and unnecessary trouble. Four acts of parliament legislated in recent years upon the obligations between seamen and their masters; viz. 5 & 6 Wm. IV., cap. 19, passed in 1835. This act was amended by that of 7 & 8, Vic., cap. 112, entitled the "General Mercantile Seaman's Act." Another amendment appeared in the 8 & 9 Vic., cap. 116, entitled the "Seamen's Protection Act," and finally we have 13 & 14 Vic., cap. 93, passed and commonly cited as the "Mercantile Marine Act—1850."

It has long been a proverb, that there never was an act of parliament through which an astute legal Jehu could not drive a coach and four, and certainly so far as yachtsmen are interested a very considerable latitude has been allowed in those which concern their pursuits. However, this is as it should be, for a body of gentlemen whose favorite occupation of their leisure hours tends so greatly to the benefit of our maritime reputation, are not likely to require much legislation on their behalf. The principal point however that concerns yachtsmen is the relation in which they stand with regard to their crews: sailor Jacks have their vagaries and weaknesses the same as other classes of Her Majesty's subjects, and require occasionally the fore-finger of the law to held up to them admonishingly. Yachts, no matter what may be their tonnage, are exempt from those written agreements of engagements with their crews, which are compulsory on other classes of vessels, not immediately coming under the designation of the Royal Naval Marine; it would be very satisfactory if some yachtsman of experience in the House—Mr. George Bentinck for instance—were to bring in a short bill containing in a few sections the necessary laws for the government of the Yacht

Fleet, more particularly as regards the engagements with the sailing-masters, mates, pilots, and seamen; and touching upon such matters as collisions, running down, privileges in home-ports, pilot dues, port dues, &c.

Under the existing state of the law however, yachtsmen must look out for themselves, and by conforming strictly to the present acts of parliament, protect themselves from inconveniences that are by no means of unfrequent occurrence. As I have said before, it will be found most satisfactory, notwithstanding that they are not required to do so, for yacht owners to have written agreements with their crews, care being exercised in drawing them up that the strict letter of the existing law is complied with. Formerly seamen were obliged to produce and deliver into the hands of owners or masters, register tickets to be held as security for their good conduct during the period of service; but by 13 & 14 Vic., cap. 93, sec. 32, the Board of Trade, now vested with supreme authority in those matters, have dispensed with these register tickets; it therefore doubly behoves yachtsmen, deprived thus of this security to protect themselves by an agreement, and by sec. 46 of the same act the following is the nature of agreement prescribed:—

“And be it enacted, That every master of a ship shall, on carrying any seaman to sea as one of the crew, enter into an agreement with him in the manner hereinafter mentioned; and every such agreement shall be in a form to be sanctioned and issued by the Board of Trade, and shall be dated at the time of the first signature thereof, and shall be signed by the master before any seaman signs the same, and shall contain the following particulars as terms thereof:—

“1. The nature, and, as far as practicable, the length of the voyage, or engagement on which the ship is to be employed.

“2. The time at which each seaman is to be on board, or to begin work.

“3. The capacity in which each seaman is to serve.

“4. The amount of wages which each seaman is to receive.

“5. A scale of provisions which are to be furnished to each seaman.

“6. Any regulations as to conduct on board, and as to fine short allowance of provisions, or other lawful punishments for misconduct, which have been sanctioned by the Board of Trade, as proper to be adopted, and which the parties agree to adopt.

“And shall be so framed as to admit of stipulations, to be

adopted at the will of the master and seaman in each case, as to advance and allotment of wages; and may contain any other stipulations which are not contrary to law.—See 13 & 14 Vic., cap. 93, sec. 46.

According to such a form any regulations relating to pay and provisions may be introduced, as also such as shall govern the proper discipline of the yacht. In case of a yacht going foreign such agreements may be made before a shipping-master, and must be in duplicate; one to be retained by the shipping-master, and the other by the owner; for home cruising yachts the intervention of a shipping-master is not requisite to add weight to the document, but it may be made on board, read and explained to the crew, and signed by them in the presence of a witness, who shall attest the same by his signature.—See 13 & 14 Vic., cap. 93, sec. 47-48.

Furthermore it will conduce to the maintenance of a good understanding if the following section is complied with. "That the master or owner shall at the commencement of every voyage or engagement, cause a legible copy of the agreement (omitting the signatures) to be placed on board in such a manner as to be accessible to the crew."—See 13 & 14 Vic., cap. 93, sec. 54.

Desertion from a ship, refusal to join, or being absent without leave, is provided for, as also false statements as regards ship last employed in, or name, by the signature of such an agreement.—See 13 & 14 Vic., cap. 93, secs. 70, 71, 72, 73, & 75.

Any master, mate, or seaman, who by breach or neglect of duty, drunkenness, &c., may endanger the vessel, or life, or limb, or refuses, or omits to do any lawful act for preserving the vessel from damage or destruction, shall for every such offence be deemed guilty of a misdemeanor.—See 13 & 14 Vic., cap. 93, sec. 77.

Any seaman guilty of the following offences, on proof of the same, and due entry in the Log Book, may be punished by imprisonment, with or without hard labour, upon the arrival of the vessel at any port where there is a Court of Justice capable of exercising summary jurisdiction under the Act.

1. Twelve weeks for wilfully damaging the ship, or embezzling the property of the ship, or wilfully damaging any of her stores.
2. Twelve weeks for assaulting any master or mate, tolerated by the crew, or for committing any offence of a violent nature, and for which the offender is liable to be punished by the court.
3. Four weeks for wilful disobedience to any lawful command of the master, or for wilful disobedience to any lawful order of the crew, or for continued wilful disobedience to any lawful order of the crew, or for continued wilful neglect of duty.

" 5. Twelve weeks for combining with any other, or others of her crew to disobey lawful commands, or to neglect duty, or to impede the navigation of the ship, or the progress of the voyage."—See 13 & 14 Vic., cap. 93, sec. 78.

There is no department of a yacht's routine that a yachtsman should be more particular about than the proper and regular keeping of a Log Book, being in fact the official record of every proceeding on board, that at any time may require to be substantiated. The Board of Trade sanctions official Log Books, in which in addition to the ordinary ship's log, entries of all such matters as the conduct of the crew, illness, accidents, or death, of seamen leaving the ship, &c., and no entry shall be made in the log more than twenty-four hours after the vessel's arrival in port.—See 13 & 14 Vic., cap. 93, secs. 85, 86, & 87.

Owners of yachts proceeding on foreign voyages will observe that they must have, and keep constantly on board, a sufficient supply of medicines and medicaments suitable to accidents and diseases arising on sea voyages; and every ship (except those bound to European ports, or to ports in the Mediterranean Sea, or in Her Majesty's dominions in North America) shall also have on board a sufficient quantity of lime or lemon juice, sugar, and vinegar, to be served out to the crew whenever they shall have been consuming salt provisions for ten days. Penalty for not keeping medicines, and lime juice, vinegar, &c. on board Twenty Pounds; and for not serving out the latter as prescribed by the Act, Five Pounds for each offence. Should any master, mate, or seaman receive any hurt or injury in the service of the ship, he shall receive all medical and surgical attendance, medicines and subsistence, until he shall have been cured, or, conveyed back to some port in the United Kingdom, at the expense of the owner of the ship. Every ship, the voyage of which, shall be deemed to exceed twelve weeks, having fifty persons or upwards on board, must carry as one of her complement, some person duly authorized by law to practice in this kingdom, as a physician,

" or, apothecary. Penalty in case of default not to exceed one hundred Pounds.—See 7 & 8 Vic., cap. 112, sec. 18, and

" 6. 13 & 14 Vic., cap. 93, secs. 64 & 65.

short allowances or owners of yachts proceeding on foreign voyages, to conduct, which it to the Collector or Comptroller of the Customs it per to be adopted, a list of their crews; and upon their arrival

" And shall final port of destination; a similar list must be

livered within forty-eight hours. Yachts on the home stations must deliver, or transmit to the same authorities lists of their crews within twenty-one days after the 30th of June, and 31st of December in each year.—See 7 & 8 Vic., cap. 112, secs. 26, 27, & 30.

The necessary forms for Agreements, Lists, Returns, and Log Books, under the Act, are authorized by the Board of Trade, and must have the engraved seal of the Board upon them: the forms, &c., can be obtained at the shipping offices; the penalty for using any other forms being Ten Pounds.

In drawing attention to such sections of the Acts of Parliament as secure protection to a yachtsman in dealing with refractory members of his crew, I must not be understood as desirous of conveying the impression that difficulties with them are of such frequent occurrence as to require constant recourse to the law upon these subjects; as a general rule yachts' crews are well conducted, and if they see their interests and wants looked after and attended to, and that they are made comfortable on board by that observance of even trifling minutiae, which though ever so trifling in themselves, are still conducive to comfort and indicative of thought and consideration on the part of the owner, they will feel bound to render good and faithful service, and be at all times obedient to command; but as there is no general rule without an exception, sometimes a sea-lawyer will turn up, or some cross-grained long-shore loafer may be engaged upon an emergency, when precepts and example will contribute much to disorganize an otherwise well disciplined and well intentioned crew: a man of this description sometimes intimidates the sailing master, who averse to personal altercations if he be a quiet man, and preferring a peaceful forecastle, overlooks the delinquent with a view of getting rid of him when opportunity presents; therefore, duties which should be performed by him are thrown upon the shoulders of others of the crew; and grumbling and discontent is sure to ensue, which is much increased by the triumphant manner of the malcontent, and the recommendations he freely indulges in to "do as he does and never mind the —— hooker or her skipper!" If such a man should not discover himself until the cruise is advanced, and that the vessel is not in any locality where he can be replaced, the evil is multiplied; but to let such go unpunished should not be tolerated. Yachtsmen are very often to be found of such an easy nature, and averse to giving themselves trouble, or allowing any noisy alter-

eations on board, that in nine cases out of ten such a fellow, or any number of them, escape scot free; but is this fair to others? There is a great laxity of discipline under this head that should not be permitted to exist, lists are supposed to be kept at the different club-houses of seamen employed on board the yachts belonging to the club; but how can the officials charged with the keeping of such lists do so properly, unless they are furnished by the yacht owners with the particulars of such delinquencies; and then suppose a list be accurately kept at one club house, and the black mark attached to a man's name for misconduct, why all he has got to do is ship on board a yacht belonging to some other club where his name may not appear at all, and there exists no information as to his short-comings; there should be a list of seamen generally employed in yachts compiled, and a copy furnished to every club-house; and every yachtsman should make it his duty to mark off defaulters, or forward such information to the Secretaries as will enable them to do so, but what is everybody's business is nobody's, and until a General Code of Rules is established for the regulation of Yachts and Yachtsmen, their Crews, and the Club House Lists, we must despair of anything like co-operation and consequently perfection of arrangement.

I have known instances where hands have left yachts without any notice being given to the owners thereof, taking their clothes with them, and shipping on board of other yachts merely because they were promised three or four weeks additional employment; and when representations were made, the sailing-masters of these yachts only shrugged their shoulders and stated that they would represent the matter to their owners; but taking precious good care at the same time that they did not do anything of the kind. Now these were really good well conducted men in other respects, and prime seamen; and depending on the promised redress, further steps were not immediately taken, the men being still retained in their new employments eventually they were "black marked" on the club lists: yet these very men were employed the ensuing season on board vessels belonging to the self same clubs, showing that yachtsmen themselves are somewhat to blame in thus passing over such misconduct, and thereby leaving themselves open to a repetition of the same annoyances. Instances such as these should be punished at once, and the offenders made such an example of as to deter others from doing the same.

"

Often too considerable annoyance and inconvenience is experienced by the neglect of crews in dry harbours, by not properly attending to their vessels on the rise and fall of the tide, and many a yachtsman upon returning from an inland excursion has perhaps found his vessel on her beam ends in the mud, the sailing-master and mate away on some pretext of duty; but if the truth be told, on pleasure bound, leaving the poor little ship to the care of some boy; for on the principle of "when the cat's away the mice may play," the crew in such cases follow the example of their superiors, and think they are entitled to a little relaxation also. Now what can be more provoking to a yachtsman than this? particularly if he is only a beginner; it is quite enough to cause such disgust as will induce him to give up yachting altogether: yet it may be traced to a listlessness, or want of energy in promptly visiting such neglect with whatever punishment maritime law permits to be inflicted. As to dismissing the whole crew at once and replacing them by other men on the spot, it has but poor effect: it is but a week or so of loss of work and the same men will perhaps be found in the very first yacht that may be met with, as impudent, as devil-may-care, and as jolly as if nothing wrong could be imputed to them; rather looking upon the matter in the light that a school-boy would regard some past escapade, than as an offence worthy of serious punishment.

Although perfection in a crew is difficult of attainment, yet a good deal depends upon a yachtsman himself in the way in which his crew are treated. I look upon economy in the matter of wages to be faulty; really good men cannot be expected to serve willingly and cheerfully when they know they are not receiving a full equivalent for their services: excellent men no doubt will be obtained at low wages so far as pulling or hauling is concerned, but this does not constitute all that is required of them; it is the steady observance of routine duty, the ever-watchful alertness to keep everything neat, clean, and in its proper place, the determination to make duty go along smoothly and well, that quiet orderly system that is not affected by sudden fluctuations, the absence of noise and confusion, that indicates a crew of good steady men; these are the qualifications that must be sought for in addition to daring, hardihood, and contempt of danger: it is not difficult to obtain individuals possessed of these latter qualifications, but wanting in the others: they prove capital hands during a race where all is excitement and novelty, but when

this excitement dies away, there is constant craving for more, they become irregular and require much looking after ; whereas the steady thorough good sailor takes everything in the way of duty, whether it be a stirring race, a stormy cruise, or polishing up and improving his craft whilst lying quietly at anchor ; he has an eye after every thing at all times, and does not require to be constantly reminded that a rope wants whipping here, or a block mousing there, that a seizing is slack, or the copper would be better for a polish, or that chafings along the bulwarks can be easily repaired by a brush of paint ; and as to halyards hanging in bights, or straggling uncoiled about the deck, or the boats being untidy and dirty looking, or the deck anything but snow white, such things he would regard with horror ; a slovenly furl of a sail would drive him beside himself, and as to being untidy or neglectful of his person that never enters his mind under any circumstances of wind or weather. I would much prefer handling a vessel with a short able crew, and I believe they would rather do it themselves; knowing the dependance they could place upon each other, than have a full complement of hands of an inferior description at less wages ; the first expense is the best and ensures the greatest amount of pleasure and comfort.

In my previous chapter I mention the great advantage of securing a good sailing-master ; such an one will have considerable influence on the conduct of a crew of even an inferior description ; but as good seaman like to consort with their own class, perfection of discipline need not be expected, so I would suggest to the young yachtsman to begin at the fountain head, and secure first-rate men from the skipper to the cabin boy, if he carries one, and much annoyance, and considerable additional expense will be saved, whilst the order and regularity that will reign on board his vessel, and the style in which work will be carried on, will stamp him at once amongst his brother yachtsman as one that knows the difference between right and wrong between a Thames barge and a Solent clipper, not but that I have seen Solent clippers anything than what they ought to have been, but then we often see the yellow clay break out through the plaster of Paris.

In my next chapter I should offer some few suggestions relative to the management of men, the division of labour on board, and sundry other matters that may prove interesting, previous to taking a cruise or two with my courteous readers.

DISTINGUISHING FLAGS OF RACING YACHTSMEN.

OUR esteemed correspondent, "Red with White Maltese Cross," has forwarded to us this month, a list of the racing yachtsmen of the day, with their distinguishing colours: his object in doing this, and which we cordially enter into, is to systematize yacht racing in the same way that sportsmen engaged on the turf do, by registering their distinguishing colours in "*Bell's Life*" and the "*Racing Calendar*." We purpose transferring this list to our "*Universal Yacht List*," for this year, as it will tend much to convenience yachtsmen and others at regattas, who may have neglected to provide themselves with, or cannot obtain printed cards of the entries for the different matches: under such circumstances all they will have to do is to refer to our "*Yacht List*," where they will find all the racing colours accurately detailed, and be thus enabled to distinguish the several yachts competing in any match; the utility of this will at once be seen by all engaged in aquatic sports; and we have much pleasure in complying with our correspondent's request, feeling that his labours tend to the interests of yachting,—interests that we have long, and we hope consistently advocated.

Names.	Yachts	Rig	Ton	Racing Flag
Arnett, Sir John, M.P.	Sibyl	cut	40	Green, white cross
Arnold, Nelson	Atalanta	cut	27	Blue
Atkins, J. C.	Heroine	cut	48	White peter
Barber, J. L.	Wanderer	cut	9	
Barret, J.	Amy	sch	72	Green
Batthyany, Count E.	Flying Cloud	sch	74	Red, white and green with the arms of Hungary in centre
Bolton, E. J.	Magnet	cut	12	Blue with white star
Broadwood, T.	Galatea	sch	131	White, with a Witch on a broom in centre
Byrne, Capt. J.	Virago	cut	11	White blue cross
Cannon, J. W.	Diadem	sch	118	Blue and white chequers
Chamberlayne, T.	Arrow	cut	102	Blue with white arrow
Chamberlayne, Capt.	Quiver	cut	12	Blue with white arrow
Coddington, C. H.	Vision	cut	9	Red and white stripes
Commerell, Capt.	Vampire	cut	26	White with red border, bat in centre
Couper, C. T.	Surf	cut	55	Red
Cooper, W.	Don Juan	cut	10	Blue and red diamond
De Ros, Lord	Violet	cut	10	Red (St. Andrew's) on white ground
Doherty, W. I.	Banba	cut	24	Red and white horizontal
Duncan, A.	Glance	cut	48	Light blue with silver Fleur de Lis

Names.	Yachts	Rig	Ton	Racing Flag.
East, Sir Gilbert, Bt.	Wizard	cut	95	White with red ball
Ellis, W. M.	Aura	cut	43	Cambridge blue
Field, J.	Cyclone	cut	41	Red, blue trefoil on white circle in centre
Finlay, A.	Cinderella	cut	15	Blue with white cross
Fulton, D.	Glide	cut	14	Red, white, and blue horizontal
Gade, W. R.	Eva	cut	21	Sun with red border
Goodson, J.	Avalon	cut	38	White, apple in centre
Groves, T.		cut	47	White burgee, and red stripes horizontal
Haines, G.	Mars	cut	39	
Hedge, J. H.	Bessie	cut	10	White with crest
Hewett, J. D.	Oberon	cut	20	White with red, diagonal
Hewett, R.	Emily	cut	8	White
Holmes, F. E.	Fawn	cut	14	Blue peter
Hocking, R.	Ida	cut	10	Crimson
Howe, G.	Fairy	cut	10	White, with blue St. Andrew's cross
Johnson, J. H.	Audax	cut	62	White, red border, & red star
Johnston, R.	Surprise	cut	20	Ace of hearts
Kane, R. D.	Bijou	cut	12	Tricolour
Kennard, H. H.	Christabel	cut	48	Red, white and red vertical
Keogh, T. D.	Dove	cut	12	Blue with white dove
Kirby, J. R.	Violet	sch	32	Blue and white vertical
Lane, S.	Phantom	cut	25	White with red border
Leach, R.	Kitten	cut	13	Blue
Lee, J. D.	Night Thought	cut	61	Light blue, crest in centre
Little, S.	Wildflower	sch	48	White with wreath of flowers
Londesborough, Lord	Albertine	sch	153	Blue pierced white with red Maltese cross
Long, Cecil	Octoroon	cut	12	Blue horizontal, orange stripes
Lyle, J. A.				Red with White Maltese cross
Mills, J. S.	Rowena	sch	60	Blue, white star
Morice, J. C.	Marina	cut	65	Blue and white vertical, with crest
Nunn, E. W.	Osprey	cut	62	Blue and white vertical
O'Bryen, Capt., H. H.	Flirt	cut	16	White, blue cross
Parry, W. L.	Folly	cut	12	Red
Penney, D. J.	Swallow	cut	16	Red, white ball
Putland, G.	Echo	cut	36	Mauve with red cross
Richardson, J.	Gleam	sch	140	Pale green
Richardson, D.	Circe	sch	127	Red white, and red vertical
Robinson, G.	Coolin	cut	34	Red
Rutledge, Lieut.-Col.	Pet	cut	12	Crimson
Sandford, H. B.	Waterwitch	sch	21	Blue with red cross
Scovell, F.	Enid	sch	56	Red peter

Names	Yachts	Rig	Ton	Racing Flag
Smith, H. F.	Amazon	cut	46	Red & white roses triangular
Sterling, Sir A., Bart.	Viking	sch	144	Black
Seddon, J.	Phyrne	cut	55	
Tetley, T. Wilkinson	Cecilia	yl	30	Ackers' No. 1
Turner-Turner, J.	Wildfire	sch	57	Blue
Turner, W.	Phosphorus	cut	50	Blue burgee with white lion rampant in centre
Weld Joseph	Alarm	sch	248	Red and white quartered
Wheeler, Joseph	Avalanche	cut	47	Blue and white cross
Whitbread, Capt.	Queen	cut	28	Dark blue swallow tails royal crown

THE NATIONAL YACHT RACING CLUB.

We are also favoured by "Red with White Maltese Cross," with a proposal for the formation of a *National Yacht Racing Club*, based on the principles upon which the "*Jockey Club*" and the "*National Coursing Club*," have been founded. With his plan we give insertion to the rules of the latter club,* illustrative of this, and which yachtsmen can compare with the proposed rules compiled by "Red with White Maltese Cross;" the admirable *Code of General Sailing Rules*, with which he favored us, and which appeared in our *April* number, will form a basis upon which the "*National Yacht Racing Club*," when formed, may found its rules, if not adopting his as they stand.

We would beg to call the earnest attention of racing yachtsmen, and indeed yachtsmen in general to this subject; the want of some recognized authority to which to appeal in case of all aquatic disputes, and whose rules and regulations could be generally adopted by all the Royal Yacht Clubs, has long been felt, and as there is no doubt that sooner or later this authority must be established in the shape of a body of yachtsmen, taking a neutral stand, we think the present season offers opportunities for doing so that should not be lost.

We perceive an advertisement in the columns of "*Bell's Life*," a notice of the formation of a United Yacht Club, ostensibly under the designation of the "United Yacht Club House, Limited," and to be organized in the form of a Joint Stock Company. Now as this

* See page 206.

Company will be constituted of members of all the Royal Yacht Clubs, it must ultimately resolve itself into nothing more or less than a "National United Yacht Club," and no body of yachting gentlemen can be found more fully adapted, or more competent for carrying out the objects so ably treated upon by "Red with White Maltese Cross." Being composed, as we anticipate it will, of members of the different yacht clubs, and being under the management of well known and distinguished yachtsmen, the "National Club" will be enabled to take that independant stand so necessary for the important administration of those requisite rules which yacht sport now stand in need of. We hope therefore our readers will give us the benefit of their opinions upon these plans, which are framed solely with a view of founding a general system whereby yachtsmen may not be, as now is the case, subjected to numberless caprices, and that their interests may receive that entire care, which we believe is not so fully paid to them.

None but practical yachtsmen are competent to legislate upon the nice matters of dispute that involve frequently a considerable amount of nautical information, or make those rules for the general government of a sport in which so many interests, and such large expenditure is involved: as yachting is regulated at present, we are not far wrong in stating that the average number of regatta committees entrusted with the administration of the rules regulating the sailing for prizes, are composed for the greater part of gentlemen by no means well versed in nautical matters; very few really practical yachtsmen will be found acting upon them, for frequently their views are overruled when a question of expediency arises, and we ourselves have upon more than one occasion where a knotty point of sailing was involved, and protests were under consideration, heard the observation, "Oh, hang it! A. has won one prize and he ought to be satisfied; B. is a capital fellow, and ought to win a prize: they'll both be content with such an arrangement, and let us get this protest over as peaceably as we can!"—carried *non con.* So that although A. had really good grounds for substantiating his claim to the prize, considered nautically, yet some members of committee not competent, and perfectly aware of that incompetency, yet anxious to please as many as possible, in such instances, determine the prizes away, not from the cool dispassionate consideration of the merits of a case, but making it a question of expediency.

Such an administration of nautical justice cannot fail of creating

disgust, as it has often done, amongst racing yachtsmen; the fact that they have spent large sums in fitting out their vessels specially for racing, have put themselves to much inconvenience, expended considerable sums in extra wages, and brought their vessels a great distance in order to afford sport, is quite overlooked. Gentlemen whose opinion and exertions upon matters connected with the management of a club-house, the detail of the *cuisine*, the *bouquet* of the wines, the management of a billiard-room, the colour of a carpet, the hanging of a curtain, or the height of a chair, are not the persons yachtsmen wish the management of their interest to be entrusted to; and although their anxiety to render their clubs universally popular, by what they consider to be, impartial decisions, it is scarcely fair that time, money, and nautical experience should be trifled with in order to obtain a questionable popularity.

If we add to this the great discrepancy that exists in the various Codes of Sailing Regulations, that are at present acted upon at the yachting stations, the difference of wording them on certain points, and the opening thereby afforded for divers interpretations, there can be little wonder that "expediency" often steps in to solve a difficulty; but the time has arrived when this should be put a stop to. Yachtsmen should bestir themselves actively to remedy the existing evil, and the way to do this is to form a "*National Yacht Racing Club*," acting upon, and administering a Universal Code of Rules, simple in wording and effective in construction, upon the principles so ably set forth and advocated by the excellent yachtsman who has favoured us with his views.

PROPOSED RULES.

I.—That the National Yacht Racing Club shall consist of 50 members, of whom a part shall be made up of two delegates from each of the Yacht Clubs of the United Kingdom, and of the Colonies, having at least 30 members, and the remainder of yacht owners, or gentlemen, interested in Match sailing who may choose to join the Club.

II.—That the Members shall retire each year in rotation, according to seniority, to be eligible for re-election if delegates; but if not, to go to the bottom of the list of Candidates seeking admission to the Club.

III.—That until the list of original members be exhausted, the ten members who are to retire at the end of the year, shall be determined by lot amongst those remaining in the Club each year, and afterwards that the rotation by seniority be strictly observed.

IV.—That all complaints and disputes connected with Match Sailing, and suggestions for New Rules or the alterations of old ones, can be addressed to the "National Yacht Racing Club" for arbitration and adjustment, and that their decision shall be final at all Regattas held under their rules.

V.—That two general meetings for such purposes shall be held, one in London at noon, on the day intervening between the Derby and Oaks races, and the other at Liverpool, Dublin, and Cork alternately at noon, on the day after the Regatta held at such port. Seven members present at such meetings to form a quorum, but all members to have a right of voting on any question, doing so in writing signed by them; and sent to the Secretary or another member who is present. The place where such meeting is to be held to be duly notified by circular and advertisement in the public papers beforehand.

VI.—That the Secretary shall at any time by circular and advertisements in the public papers call a Special Meeting upon a requisition in writing addressed to him and signed by ten members, or by the Secretaries of three clubs sending delegates to the National Club, such meeting to be held at the earliest convenient time and place, the reason for calling the same to be clearly set out in the requisition, and in the notices convening the said meeting.

VII.—That the ballot to ascertain the rotation for retirement of the original members be held at the First General Meeting after the constitution of the Club, and that the Secretary shall at least one month before the May meeting in each year inform the Secretary of the Yacht Club whose delegate or delegates is or are to retire in rotation of the fact, with a view to their re-electing him or them, or of appointing another or others to the vacancies, and that in case the Club or Clubs refuse or neglect to do so before the said May meeting, the Secretary shall at the said meeting announce the number of vacancies, and the same shall be filled up from the senior names on the list of candidates, unless any member present shall object, in which case a ballot shall be held of the members present; one black ball in seven to exclude, and in case of the exclusion of any name or names, that name shall be passed over and the next in rotation on the list taken in the same way.

VIII.—That the subscription shall be £1. 1s. payable before the May meeting in each year, and if the same has not been paid the Member in arrears at the said meeting shall be considered out of the Club; and the subscription of new members shall be payable before the next General Meeting after election. No member in arrears to take any part or vote at any general or special meeting.

IX.—That the subscriptions shall be applied in paying the rent of an

office, and of a place of meeting, in printing and sending circulars, advertisements, books, &c., and in the salary of a Secretary who shall be elected by the majority of votes at the first General meeting after a vacancy occurs. The majority of votes at such a meeting to have power to dismiss him, a month's notice having been given of such a motion; and that the accounts of the previous year shall be made up, printed and sent to members at least a fortnight before the May meeting in each year, and at such meeting shall be checked and signed by the Chairman if correct.

X.—That at each May meeting a President, Vice-President, and 8 Stewards shall be elected for the next year, who shall meet from time to time to manage matters connected with yacht racing, and to settle disputes referred to them; but subject to the general rules, and to the consent of the members at a general meeting: all their proceedings to be recorded in books kept by the Secretary, and signed by the Chairman at each meeting; the same to be produced at the general meeting.

XI.—That the President or Vice-president if present, shall take the chair at all meetings; if not the senior member present, and to have a casting vote in addition to his own.

XII.—That as soon as possible after the constitution of the Club, the members shall settle and adopt a uniform Code of Sailing Regulations, applicable to all Regattas held in the United Kingdom, and publish same as the National Code of Sailing Regulations, recommending that such code be universally adopted, and for the purpose of enforcing same that books shall be kept at their office in London by their Secretary, in which the names of any Owner or Sailing Master or Seaman convicted of sailing a vessel in a foul or improper manner shall be recorded, and notice shall be sent to each of the Clubs who shall hold Regattas under the said new Code of Regulations, with the view of preventing such person entering or sailing a yacht at such Regattas, and that a name shall only be erased from such books on a motion regularly carried at a General Meeting.

XIII.—That no alteration shall be made in any of the General Rules of the Club, or in the Code of Regulations sanctioned by them unless notice of a motion to do so be given to the Secretary, and by him sent to the members, and published in the public papers at least one month before the General Meeting at which it is to be brought forward, and that at any extraordinary general meeting nothing but the particular question for which it has been convened shall be entertained.

RULES OF THE NATIONAL COURSING CLUB.

"The National Coursing Club shall consist of not more than fifty members, of whom seven shall be a quorum. Ten shall go out by rotation, according to length of service, each year, at the summer meeting, and shall not be re-eligible for a twelvemonth. The gentlemen now composing the club to be first on the list to retire, which in their case can be determined by lot; and new members coming in to be always placed at the bottom of the list, so as to mark the order of seniority. This rule not to apply to the president and secretary, who shall be elected or re-elected annually.

"The names of these ten members thus retiring shall be declared by the secretary of the National Club at the summer meeting in each year, and their places, together with any casual vacancies, shall be filled up with new members, who shall be selected by such established coursing clubs throughout the kingdom of more than one year's standing as may be composed of not fewer than twenty-four subscribers. These clubs to have the right of voting in alphabetical order, after due notification of their enrolment from time to time to the secretary of the National Club; and members thus selected to enter office at the Waterloo meeting of the National Club.

"All complaints of whatever description, or any matter in dispute connected with coursing, can be referred to the National Club for arbitration or adjustment; and no declaration or limitation by any body of men, which shall be intended to preclude such appeal, upon the occasion of an open meeting, shall be considered binding upon the subscribers to such open meeting, or upon the National Club.

"Meetings for the despatch of business, and for the revision or alteration of rules, shall be held in London on the Saturday of the Derby week, at noon, and at Liverpool on the day of entry for the Waterloo Cup, at three p.m.; but the secretary, upon a requisition addressed to him in writing by any three stewards of a meeting, or by six public coursers who are members of an established club, may summon a special meeting at the earliest convenient opportunity, and at the most convenient place.

"A month's notice must be given to the secretary of any business or proposed alteration of rules before it can be discussed at the regular meetings of the National Club; and at any extraordinary special meeting nothing but the particular question for which that meeting has been convened can be entertained.

"The National Coursing Club recommends that its code of laws shall be adopted universally, clubs merely adding such special or local regulations as may be required to adapt it to their own peculiar use; and as the principle of election to the National Club will henceforward vest in clubs consisting of not less than twenty-four members, they will be required annually to send a list of their enrolment to the secretary of the National Club, and to contribute their quota towards the expenses of the National Club, a statement of which shall be declared by the secretary at the summer meeting in each year.

"Any club not having contributed its quota towards such expenses to be disqualified for returning a member to the National Club.

"1. That the constitution of the National Coursing Club and its rules be as specified in the above description.

"2. That in pursuance of clauses Nos. 1 and 2 of the constitution of the National Coursing Club, as it is decided that the members shall be increased from thirty-five to fifty, and whereas there are five vacancies of those members of the National Club, who now retire by lot under the old constitution, and two casual vacancies, there shall be twenty-two new members elected between this time and the meeting of the National Club in London in May.

"3. That all coursing clubs throughout England, Scotland, and Ireland, composed of more than twenty-five members each, shall have the right each to elect one or more members to the National Club in alphabetical rotation, and that (before the 25th of March proximo, and each year on the 1st of January afterwards,) they shall notify their enrolment and the list of their members to the secretary of the National Club.

"4. The secretary of the National Coursing Club shall, after the summer meeting in each year, inform the several coursing clubs in alphabetical order which of them are entitled to fill a vacancy in the numbers of the National Club. Such clubs shall proceed to the election of a representative, whose name must be returned to the secretary of the National Club before the 1st of January in each year.

"It is to be understood that the alphabetical rotation is always to be followed in regard to the election by coursing clubs; and that wherever the line is drawn in any one year the next club in alphabetical order will head the list for the following year."

OUR FOREIGN CRUISERS IN 1862.

YEARS after the commencement of yachting the craft belonging to that branch of aquatics were scarcely ever known to leave the shores of the United Kingdom; and if perchance one did venture on any distant cruise great was the wonderment at the temerity of her owner. But at length the yacht sailor having become well versed in navigation and the skilful handling of his vessel, a voyage to any part of the world is undertaken with as much confidence as a cruise on the Thames; and during last year a large number of yachts hoisted their bunting in foreign waters, and as such a proceeding is without parallel we ought to preserve for future example the names of those vessels, and although many have appeared in the columns of mine ancient friend, "*Nunquam Dormio*," yet a page or two of the *Mag.* cannot be at this season better occupied than registering them for easy reference when "our bark is

on the sea." And if a few leaves from their logs could be obtained they would be a valuable addition.

The pioneer was the *Leonora* schooner, 116 tons, R. B. Hesketh, Esq., which left Southampton, on the 2nd January, 1862, and after visiting Lisbon, Cadiz, Gibraltar, Malaga, Mahon, the islands of Minorca, Ajaccio, &c., she returned in time to participate in the matches on the Thames, and other places.

Early in the year the *Ione* schooner, 129 tons, R. Blanshard, Esq., sailed for Lisbon, Cadiz, Gibraltar, Malaga, Algiers, thence across to Sardinia, for the Gulf of Cagliari, southward again for the Gulf of Tunis, from whence she sailed for Malta, and arrived back to Lympington, in August.

The *Gleam* schooner, 140 tons, John Richardson, Esq., sailed in April for the coast of France and the Channel Islands, exploring the Giette Fjord, on her way to Bergen, where she arrived on the 5th of June; returning from thence and remaining on our coast a few months, she left Cowes on the 28th of October, bound for Lisbon and Gibraltar, from thence to Malta, and then to the Ionian Islands; arriving there in December. She is on her passage home.

The *Jerwent* schooner, 150 tons, Col. Talbot Clifton, started on a cruise through Mediterranean early last year, and returned to Cowes in May; the *Beatrix* schooner, 127 tons, Earl of Durham, also sailed on an early cruise on the coasts of the Roman States. Col. H. Brown, in the *Plover* yawl, 70 tons, visited Civita Vecchi, and other ports, returning in July. Sir Percy F. Shelley, Bart., started in the *Flirt* schooner, 155 tons, for a Mediterranean cruise in the month of August; G. Fielder, Esq., in the *Julia* yawl, 122 tons, likewise proceeded on the same voyage; and the *Doris* yawl, 82 tons, G. B. Fawcett, Esq., left Guernsey on the 4th of November for same part, as also did the *Mariquita* schooner, 125 tons, Capt. G. M. Goad, visiting Cadiz and Gibraltar, and was at Port Mahon, in December.

The Marquis of Drogheda, (who succeeded the Marquis of Conyngham as Commodore of the Royal St. George's Yacht Club,) was cruising in the Mediterranean during the summer, in his splendid schooner yacht *Cecile* of 190 tons. Lord Londesborough, in the *Albertine* schooner, 156 tons, in the early part of the year, was cruising in the Mediterranean, and returned in time to be present at some of the regattas.

Thomas Brassey, jun., Esq., had a cruise in his schooner yacht *Albatross*, 110 tons, in the Mediterranean in the spring, returning in July; the *Sylphide* ship, 481 tons, Marquis of Downshire, was cruising in the Gulf of Lyons and off the French coast in the summer; Philip Lybbe-

Powys-Lybbe, Esq., M.P., left Southampton in Nov. in his schooner yacht *Zoe*, 161 tons, and after a very pleasant cruise, and visiting the Rock and other places returned to England this last March.

Earl Brownlow purchased the fore and aft screw steamer *Ceres*, 307 tons, and sailed from Southampton for Madeira and other ports; the Duke of Sutherland left the Thames in his beautiful screw steamer, *Undine*, 356 tons, on the 2nd Dec. for Marseilles, and other ports; the Pilgrim schooner, 135 tons, Duke of St. Alban's at Malta early in December, in five days from Algiers, and after visiting various places returned to England; the *Daphne* schooner, 140 tons, R. Hall Say, Esq., sailed for the Mediterranean in December, and is we believe still absent.

Harry Bridson, Esq., in his splendid schooner, the *Iolanthe*, 83 tons, sailed from Southampton in Nov., and made one of the quickest passages on record to Gibraltar, in five days, twenty-one hours: having made the land at night, sail was shortened until daylight, otherwise she would have saved six hours. Off St. Vincent she experienced a strong gale from the south-west, but she proved a first-rate sea-boat.

T. E. Moss, Esq., having purchased the *Hornet* schooner, 207 tons, started on a cruise late in the year, and was at Gibraltar in November, bound up the Gulf of Lyons, and she has either returned, or is daily expected.

The Georgian schooner, 180 tons, F. Baird, Esq., arrived at Valetta from Tunis: the *Zoraida* schooner, 140 tons, W. J. Pawson, Esq., was cruising off Dunkirk and Boulogne in May, sailed from thence to Amsterdam and Hamburg, and then home; the Viking schooner, 144 tons, Sir A. C. Sterling, visited Cherbourg and Hamburg in June; *Titania* schooner, 184 tons, Earl of Rosse, had a cruise off the coast of Holland and elsewhere during the summer; and the *Ierne* schooner, 60 tons, S. R. Graves, Esq., had a cruise, the result of which he has given to the public in a work, entitled a "*A Cruise in the Baltic.*"

The *Themis* schooner, 140 tons, T. B. Hanham, Esq., sailed for a cruise and was at Gibraltar in July, from whence she returned to Weymouth, after a passage of eleven days. Her owner then made preparations to start on a voyage to Gibraltar, Madeira, Cape of Good Hope, Melbourne, New Zealand, Tahiti, and home round the Horn, calling at Rio Janeiro, and he sailed on the 8th of February, 1863. The log of this cruise should be very interesting, and we hope she will prove successful and return in safety.

The *Chance* schooner, 76 tons, W. Walker, Esq., left Cowes in Jan. 1862, for Sydney, where she safely arrived. Her log appeared in the Jan. and Feb. numbers of the *Magazine* of the present year.

Besides these we had a large number of yachts cruising off the coast of France, Channel Islands, Scotland, &c., among which the following are the most notable for their performances:—Shadow cutter, 50 tons, W. Ord Marshall, Esq., sailed in June for the North-West coast of Scotland and Western Isles; she logged 2,500 miles, had intricate navigation, and experienced very bad blowing weather, with much rain: coming home in August, she ran from Kingstown to Cowes, 350 miles, within forty-one hours.

The Minion cutter, 40 tons, J. E. Cox, Esq., sailed on a cruise round England and Scotland from Ramsgate on 24th June; arrived at Granton June 28th, sailed from thence July 3rd, and arrived at Kirkwall on the 5th, left on the 7th, and arrived at Oban on the 10th, sailed again on the 14th, and arrived at Douglas, Isle of Man, on the 16th, left on the 21st, and arrived at Kingstown on the 22nd, and sailed on the 25th for Cowes, where she arrived on the 28th. Distance sailed according to log, not including to windward, 1,500 miles, performed during much foul weather, and with adverse winds, at a speed averaging six knots an hour.

SCENES AND SKETCHES.

ATTRACTED by the information that a number of seals were basking on the rocks in one of the long and narrowed inlets which so frequently cut into our iron-bound coast, I landed on the eastern side of what is termed the Abbey Island, a high and rocky peninsula, forming the northernmost headland of the little Bay of Aghavore; and shouldering my rifle, and directing my boat's crew to pull round to the Scholar's cave, the spot indicated by our informant, I set out to cross the island towards it. It was one of those melancholy days which are so frequent during the dubious season of the western summer; the wind, which had for some days back been, as the sailors term it, "looking out for a point to blow from," seemed now to have settled somewhere to the westward of south, and as usual on that coast, brought in a heavy sea and a high tide. It sighed mournfully amidst the rocks, now rising in that high and shrilly note which the southern Irish denominate the music of "Desmond's Piper," and now, anon, sinking in a cadence which it required no great stretch of fancy to liken to the low growling of a wild beast about to spring upon his prey. The sun struggled through a sky, thickly studded with heavy masses of clouds of a dark grey hue, now gleaming brightly from a small space of clear blue, and now swal-

lowed up, and as it were blotted out by the enormous clouds. Everything gave notice of an approaching storm. In truth, the object of my skilful fishermen in launching our light *whale boat* at all on so unpropitious a day, had been to secure our lines, lobster baskets, and other tackle, which the fineness of the morning had induced them to set at a greater distance from shore, and "leave down" for a longer period than usual; and we were pulling rapidly for one of our buoys, of which I had got a glimpse as it rose on the crest of a mighty wave, when we were hailed by a "Connor fisher," who stated, that when leaving his sport, he had seen seals on the spot I have mentioned. Though somewhat doubtful of the fact, yet the chance of a shot was not to be thrown away; accordingly I took the route he pointed out. On reaching the spot, I found my suspicions justified. The seals—if, indeed, any *had* been there—had left it, and the only living being to divide the loneliness with me, was an ancient, broken winged cormorant, an old acquaintance, who sat sullenly dozing on a large flat rock, at the bottom of the ravine, holding his only serviceable pinion spread to dry, while its mutilated companion drooped listlessly by his side. I could not find in my heart to fire upon this wounded *black Brunswicker*, but making a preconcerted signal to the boat's crew to pull off to the buoy, sat myself down, with my rifle across my knees, to watch their motions. My attention was for some minutes exclusively directed to them.

I saw them pulling gallantly through a heavy head sea, now almost concealed by the cloud of spray that flashed about them as they breasted a billow of more than ordinary magnitude, now fully revealed to sight as, having conquered the giant, they fled rapidly over the crests of his less formidable followers. I saw them reach the buoy, I heard the joyous cheer which announced their triumph, in the quantity and quality of their scaly spoil; and as they neared the shore on their return, I rose to walk down to the nearest spot where they could with safety receive me on board. As I approached the spot, the crowds of sea gulls which were either flying in circles high over the sea, or darting down, and anon rising again, with a scream of (as I fancied) disappointment, attracted my attention; and on reaching the flat rock from which I was re-embarked, I saw that the object of all this aerial riot was a large piece of wrecked timber, which was rapidly approaching the breakers, a little leeward of where I stood. I hailed the boat's crew, and directed their attention to the log, and then picking off from the crag above me a large grey gull, who, after sundry noisy warnings of my approach, had incautiously set himself down within range, to observe my movements, I watched anxiously, while re-loading, the progress of the capture.

They came alongside the timber just before it was hurried within the verge of the breakers, and backing the boat the coxswain hastily passed the end of a rope round the floating mass; the hoarse command to, "Give way all hands," was issued and obeyed just in time to preserve the boat from being swept along with her prize to destruction, among the pointed rocks whose salient and jutting angles formed a species of fortification along the leeward shore of the little creek.

We succeeded, after some exertion, and with not a little noise, (in which latter article we had the hearty co-operation of Messieurs the sea gulls, who performed according to custom, a species of dirge over their fallen comrade, and then favoured us, ere their departure, with a voluntary, to celebrate, as we supposed, our triumph,) in getting the timber on shore, above high water mark, and then sat ourselves down to examine and determine what it had been. This was soon decided, it had been prepared to form the main-top-mast of a large vessel, and had not, as we concluded from the circumstances of its bearing no marks of fracture, and of there being no appearance of *gear* of any description attached to it, ever been employed for that purpose, and could not from its freedom from barnacles have been long in the water; but it bore to me a most affecting testimony of the service which it had performed to some unhappy persons, in the remnants of lashings of various descriptions which still remained fastened round it.

Here, attached with nautical dexterity, and secured to the spar by a series of twists that none but the practised hand of a thorough seaman could have tied, was a species of "gasket," which my coxswain, as great a curiosity in his way as even "Tom Coffin" himself, pronounced to have been one of the best platted he ever set eye on; close by were the remnants of what appeared to have been a military sash, combined with something which seemed to have figured as the braiding of a fashionable frock coat; and about the centre of the stitches, the colours sadly faded by the action of the salt water, but still firm, and strongly fastened, we noticed a very ship-shape fashion; there seemed to have been a shawl of a valuable description, cut in bands, which had, in the manner so often described in the romances of the old school, as well as in those accounts of prison breakings with which the newspapers occasionally treat us, been tied together at the ends so as to form a *string* of a very respectable length, and certainly of no ordinary durability.

Whilst I gazed, not unmoved, at these evidences of shipwreck and distress, the ideas rapidly rising in my mind of what must have been the feelings of the unfortunates who had been compelled to trust to such frail chances for safety as the log before me afforded; I was roused from

my meditations by the voice of my coxswain, who having examined every thing with a curious eye, thus delivered the result of his inspection: "It's my belief, sir," said he, accompanying his words by the characteristic application of his hand to his little tarpaulin hat, with which every true tar commences an address to a superior; "It's my belief, sir, that the most of the people that were fast by these lashings, were picked off the wreck by some craft or other, because sir, you see here's no carrying away whatsoever, unless this be a bit of a sodger's coat fast to the end of it," calling my attention to an article which I had not as yet observed; "but, you see, sir, all the rest are either *unbends*, or clever cuts. Now, this woman's gear here, is cut clean across, and so is that thing that looks like a red leather purse; and as for this lashing here—why it's likely the lad that made it fast, whoever he was, (and I'll maintain he was an able seaman, anyway, and more I couldn't say for my brother,) had time enough, for I suppose he was last picked off, and he has made a regular unbend of it, for there's no knot on any part of it, as your honour sees, barrin' where its made fast round the stick; and the two ends flying, are long enough to go round any man's body that wasn't a red porpoise; any way it's a good stick, and I wish we had it safe inshore. We shan't be able to take it these three days, for there will be a thundering south-wester on before night, and those lads on this coast take at least three days before they blow their pipes out, and so sir if you please, we'd better be off soon, for the rest of our fishing gear, while the gale will let us take it, for it's rising every minute. Avast! you lubber!" (to one of the crew who was hurrying on board,) "wait for the call! keep her well to the leeward of the rock, for here" (as the gale rose in one of its melancholy swells,) "comes a fresh hand to the bellows."

Jack finished his oration, the longest I ever recollect to have heard from him on any speculative subject, by hurrying the crew on board as soon as the squall had blown over, and in a few minutes we had all our tackle safe on board; and setting our lug with two reefs in, were scudding rapidly, dead off the wind for the harbour's mouth. As we approached the shore, another and more clamorous flock of gulls attracted our attention, and the "Tisn't for nothing them chaps are there," of the bowman, as he sat looking to the shore, drew as a reply from his neighbour, "Oh! there's some fellow there 'connor fishing,' and they're hovering to get the baits he'll throw away." I observed that the tide was too high for the fellow's sport at that moment, and that from our knowledge of the spot, three minutes more would insulate the rock, and leave him to weather it out for a whole tide, when we saw a man

appear on the summit of the rock, and looking round him, wave his hat to us as a signal to approach. "By the Lord he's caught, sir," said Jack, "shall we go to him?" The reply was of course in the affirmative; and taking the sail off her, we pulled in towards him. On arriving close with the rock, we heard the fellow "keening" at the other side, and pulling round, found him on his knees, rocking backward and forwards, with that oscillatory motion which every one who has seen an Irish peasant of either sex in the extremity of grief, will at once recollect, clapping his hands and bellowing forth his sorrows, while the amateur chorus of seagulls filled every "finer pause," "Cu the shin with an omedhaun?" "What ails ye you blockhead," was the civil demand of the boatman. The poor fellow pointed to the wave, and the cause of the grief was apparent, there lay floating at the base of the rock one of those long clumsy rods with which the peasantry of that coast are in the habit of fishing for what they term Connors, a small fish known to the English fishermen by the name of "sea tench," which is during the summer in great quantities close to the rocks of this iron-bound coast. They flock in from half-flood to flood, and bite greedily during that period, but are seldom taken in any quantity at any other time of the tide. They are a coarse worthless species of fish; but coming in "the dead time of the year" their fishery occupies a great number of persons during a period when they would be otherwise idle, and the cottar of this district would indeed be unlucky who had not four or five times in the week a large dish of connors "to relish the potatoes."

But the campaign is not without its perils,—the nature of the fishery carried on from rocks which are nearly covered at flood tide, (the time of tide when it is most successful, the fish flocking in greater numbers, and biting with increased avidity as the tide flows, and the few minutes preceding high water being the very best of the whole time) naturally expose the fisherman to danger; and few seasons pass over in which some unfortunate "connor fisher" does not meet with an accident.

On the shore, near the rod, was the hat of him who held it, and close by a bag containing baits, and a string of above 80 fish. The mourner who by the bye, was the same fellow who told of the seals, said that he had left his cousin on that rock in the morning—that he himself had caught nothing until he went as far as the eastern side of the Abbey Island, but that his cousin had taken several before he left him. The manner of the accident—the hook had just got fast below, and the poor fellow approaching too close to the water, in his attempt to clear it, had either lost his balance, or fallen in, or been swept off by the wave.

He could not have been many minutes gone, for some of the fish he

had taken were yet alive; but notwithstanding that we dragged all round the spot with a small grapnel, and had the assistance of the water-guard boat, with another, the body was not to be found; nor was it recovered till some days afterwards, when it was cast ashore some hundred yards from where the accident occurred, at the foot, and to the great terror of another follower of the same occupation, sadly bruised by the rocks, and with the loss of one arm, which had doubtless furnished a luxurious repast to some of the scaly gentry, in the destruction of whom, he had thrown away his life.

As usual, the accident formed a nine days' wonder. Numerous were the warnings given to sons, husbands, and brothers, against the perils of the "Connor fishing". For some few days indeed, the sport was entirely abandoned; and even to this day, at the distance of four or five years from the date of my story the rock from whose summit "Tim Souunka" plunged into eternity, bears a marvellous evil reputation. No single fisherman will brave its horrors; and even the pairs who dare to frequent it, do so with no trifling degree of terror. The story of its being haunted by a one-armed spectre, of colossal size, who fishes gigantic connors, with a rod which might have suited the grasp of Gray's Giant, "who sat upon a rock and bobbed for whales", having been circulated through the barony, and having every where been received with implicit credence.

LAUNCH OF THE SCHOONER YACHT TYNE.

THE launch of a yacht at the port of Cowes is of such frequent occurrence, that it scarcely ever creates any interest beyond the parties connected with her; but on this occasion, (Monday, April 20th,) the whole participated in the event. The preparations were on a scale of magnificence, exceeding anything ever before witnessed at the Wight. The Tyne has been built for George Robert Stephenson, Esq., who has lately become the purchaser of Grantham House, and who, with his amiable family, has identified himself with the interests of the town and inhabitants. He is a frequent resident there, his well-known liberality and benevolence to the working classes, and to the deserving poor and destitute, are proverbial. But, if one act more than another of local interest deserves record, it is that of the purchase by him of the Esplanade or Green (extending from Cowes Castle in a westerly direction towards Egypt, presenting nearly a quarter of a mile of sea frontage,) which, on the 10th of March, to commemorate the late Royal

Nuptials, he presented to the town, and a further sum of £150 to be placed out at interest; the annual produce thereof to keep the place in repair. Beyond this an additional amount of £50, making in all £500, the £50 being to provide dinner on that day for the whole of the deserving poor of the neighbourhood. Such acts of munificence will render the name of George Robert Stephenson durable and imperishable for ages to come.

This handsome vessel, which was constructed by Messrs. Hansen, of Cowes, presents the following dimensions:—Length over all, 104 feet; breadth of beam, 22ft. 2½in. ; depth, 11 feet; draught forward, 7 feet; and aft 11 feet; her admeasurement is 180 tons. Mr. Summers has the honor of canvassing her. Some few weeks back, in the silent hour of night, she was transported from the stocks on which she was constructed to her cradle on the adjoining patent slip, to be coppered and completed. In process of time this was effected, and the yacht duly masted, rigged, and fitted out from “clue to earing,” and made ready for sea.

Her entry into society was of more than usual *eclat*, such as had never been excelled or even equalled. To commemorate the event, and render the day somewhat remarkable, Mr. Stephenson, proud of his origin and of the school in which he graduated, was nevertheless mindful of gratitude to his Maker for the affluence in which, by his own exertions, he has been placed, seemed desirous of testifying the same by disposing of a portion of his wealth to render his fellow-men joyous on the occasion; and thus the poor to the number of upwards of 400 persons, were first *fêted* in the Town-hall, which had been lent by the Local Board of Health for the occasion. In the evening a sumptuous dinner was provided and shared by the whole of the tradesmen, artizans, and workmen who had contributed by their labour to produce the splendid specimen of naval architecture which majestically rides on the waters of the western Solent, fronting the mansion of its owner, and contiguous to the Esplanade, which he has so recently dedicated to the public.

The weather throughout the day continued as it had been during the past two months, extraordinary fine for the season. At the early morn the town presented a more than usual appearance of bustle. Every one “turned to with a will”, and decorated their houses with flags of every description, and every available flag pole and mast, ashore and afloat, displayed its bunting. The launch was appointed to take place at 12 o'clock precisely, but long before that hour had arrived the thoroughfares leading to the yard were thronged with pedestrians from far and near, wending their way to the point of attraction.

The morning steamers brought over a large number of passengers, and the Sapphire, under the command of the veteran skipper, Captain James Corke, was specially engaged for the purpose of towing the yacht out of harbour to her moorings, and thence to proceed on an excursion to the Needles and back, with the princely owner and his guests. The hour of noon had nearly arrived, the family and friends of the owner proceeded to the temporary platform which was erected for the occasion, the space around which was soon filled with hundreds of happy faces, calculated to awaken the most pleasurable feelings.

Among the company present were the owner and his family, Lord and Lady Gort, Dr. Cass, Captain Legard, R.N. Messrs. Haly, Imroff, Spiers, Sillitoe, Vaughan, G. W. Martin, G. Child, B. P. Stockman, P. Berlyn, F. Ledger, the Rev. Mr. Monk, and Messrs. J., R., and S. White, (the eminent ship-builders,) Mr. Michael Ratsey, (builder of the St. Lawrence for Mr. Stephenson,) Harrison, Schmidt, &c.

At noon the signal "Are you all ready?" was responded to by the monosyllable "Yes", and the bottle of sparkling Champagne, which was decorated with streamers of red and white ribbon, and suspended from the port bow, was handed to the Misses Stephenson, and the two ladies simultaneously let it fall on the yacht's bow, and thus the ceremony of naming the Tyne was completed. A blow from the maul immediately followed, the toggle was unshipped, and away went the Tyne at railroad speed to her destined element, amid the hearty hurrahs of the spectators and the musical strains of the band of the Hants Yeomanry Cavalry, which was lent for the occasion, and stationed on board the Sapphire, in the immediate vicinity of the launch.

The yacht was now cleared from her cradle, and the company having repaired on board the Sapphire, a tow-rope was passed from the steamer to the yacht, and she was towed out of the harbour, amid the deafening cheers of the workmen of the several building yards and factories along the shores of the harbour, who had stopped their work for the moment, in order to give her a parting salute. At half-past twelve the yacht reached her moorings. The steamer cast off the tow-line, and after waiting a few minutes in the offing, received the balance of her guests and then pointed her head to the westward, and proceeded towards the Needles on an excursion.

The ladies in the party were but few, they included Lady Gort and two daughters, Mrs. and the Misses Stephensons, two Mrs. Harrisons Miss Harrison, Mrs. and Miss Stockman, and they preferred to enjoy themselves by a quiet inspection of the yacht after the lunch, to joining the excursion party of gentlemen on board the steamer.

There was a pleasant breeze from the westward, which soon sharpened the appetites of those on board, and at the signal of "All ready, gentlemen," the guests descended into the capacious saloon of the Sapphire, where above 30 gentlemen—each according to his palate—proceeded to discuss the merits of the good things of this life.

After which Mr. Stephenson rose and said, that he had "only one toast to propose, and which, with few remarks he gave—"The Queen," which was most loyally and enthusiastically received by the company; and Mr. G. W. Martin (of the London Choral Union,) sang a verse from the National Anthem.

Mr. W. T. Haly in an eloquent and humorous speech, assured the company that what had fallen from their worthy host—that of his proposing only one toast—would not he was sure satisfy the company present. He then, in a powerful display of rhetoric, reviewed the life and origin of that unpretending individual whom they delight to meet and honor, and whose name would endure to the end of the world. He then, gave the health of "George Robert Stephenson," which was received with the most enthusiastic applause.

Mr. Stephenson thanked all present for honoring him with their presence that day, especially his London friends: He was obliged to Mr. Haly for the encomiums he had passed upon his family, and he was quite correct when he said that honours had been offered him and them, which they declined; and, as he was the working man's friend, so he would continue to be, and his name should ever remain plain "George Robert Stephenson." After some other interesting remarks he resumed his seat amid great applause.

Several other toasts were given, and hours had now wiled away, the Sapphire had passed outside the Needles, "all hands" were summoned on deck to witness the lovely and romantic scenery which Nature presents at this majestic portion of the Isle of Wight. The steamer after proceeding along the back of the island, as far as the main-beach at Freshwater, returned homeward by the same passage, and about 6.p.m. reached Cowes, where the company disembarked, highly delighted with their trip.

The Tyne is a most splendid timber built schooner. Her spars are of the best picked timber, her main and fore-masts being splendid Oregon sticks. The rigging is of wire rope. She is ballasted with lead and iron weighing 65 tons, the lead ballast being moulded to fit the planking down to the keel, yet notwithstanding this large weight of ballast she has plenty of stowage room for a long voyage. Indeed, she is in every way built and fitted up for a long sea voyage, and has good

deep bulwarks. Every seam of her deck is gracefully curved, and she carries on deck four brass six-pounder guns with pivot slides. When in full sail she will spread 10,000 square feet of canvas. Her figure head was modelled by Mr. Bell, the celebrated sculptor, and carved in wood from the model by Mr. Hellyer of Southampton. It represents a very charming young girl in flowing hair, carrying in her right hand a small golden collier's pick, which rests on her shoulder, and in her left hand she holds an imitation of as fine a "black diamond" as ever was carried on "coaly Tyne." The tiller is also a splendid specimen of Mr. Hellyer's carving. At the stem of the vessel, in the centre of the upper counter, is fixed a very brilliant golden star, which is of exquisite design and workmanship. It was modelled by Mr. B. P. Stockman, who is an amateur artist, cast in brass, and chased and gilt by Messrs. Angell, Jewellers, of the Strand. In the centre, surrounded by a rich garter, with the motto of Mr. Stephenson's coat of arms, is a crystal cut glass, which projects well, and reflects all the colours of the spectrum. The fittings and furniture of the Tyne are gorgeous, the arrangement of all the berths is Mr. Stephenson's own, and the successful way in which every available space is made use of elicits the praises of all who visit below deck. There are seven first-class berths, a main saloon and ladies' saloon. The bulkheads and linings are of real birds'-eye maple panels, and Spanish mahogany stiles and rails with gilt mouldings, and the ceilings are dead white with gold mouldings. Ornamental work in ormolu, and crystal glass knobs and handles abound. The sofas are of green velvet pile, beautifully contrasted with numbers of needle-worked cushions, made and presented by the ladies. The furniture and silver plate are of appropriate designs, and next the fore bulkhead of the main saloon stands a fine piano-forte, by Cadby, made on purpose for the position, and iron-bound in the works to make it resist the action of damp, and the shaking by rough voyage. A commodious pantry, kitchen, master's berth, mate's berth, and an extensive fore-castle completes the space below. There are iron tanks fitting the sides of the vessel, containing 1,200 gallons of fresh water; and in the centre of the ladies' cabin, concealed by a superb rug, is a full-length bath, which can be filled with sea water by pipes and valves with great facility.

The crew, including the captain, consists of fourteen hands, most of them having for many years been part of a yacht's crew, belonging to the family. Amongst them is a good fiddler, to cheer up the rest now and then. Captain Corke has been many years with the Stephensons, and from his being a most competent seaman, and a man of amiable and genuine disposition, he is much liked and respected by all.

Mr. Martin introduced some singing, and accompanied by the band a song composed a few days previously specially for the crew of the Tyne. The words were by Mr. B. P. Stockman, the music by Mr. G. W. Martin. The song was as follows:—

Come bear a hand, lads, what do ye say!

Haul away, pull away, cheerily;

Hand over hand, lads, now pull away,

Haul away, pull away, cheerily.

Chorus—Merrily, merrily, one, two, three,

Now then, together lads, cheerily;

The Tyne's a bonny craft,

She's trim fore and aft,

Haul away, pull away, cheerily.

If I'd a lass like our figure head,

Haul away, pull away, cheerily;

She'd be the girl that I'd like to wed,

Haul away, pull away, cheerily.

Chorus—Merrily, &c.

See, lads, she's smiling, and looking this way,

Haul away, pull away, cheerily,

Winking at Chipher,* ah! what would she say?

Haul away, pull away, cheerily.

Chorus—Merrily, &c.

Now tug away, with a hearty good pull,

Haul away, pull away, cheerily;

Let's turn our quids, we've a baccy box full,

Haul away, pull a way, cheerily.

Chorus—Merrily, &c.

On Tuesday the noble owner, with all his children, and several of the previous days' guests, went on board the Tyne, which was moored off the mansion, and in a few minutes the sails, almost as if by magic, spread by the jovial crew (under the command of Captain Corke), and with nearly half a gale of wind, she sped like lightning on her maiden trip round to Ryde and the Nab, her behaviour giving every satisfaction and pleasure to her worthy Commodore, who we sincerely trust may live many years to enjoy numberless voyages in his gallant barque.

* Or any other man.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 2nd April, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., V.P.; in the chair. There were also present, Lord Henry Cholmondeley; Sir Edward Perrott, Bart; Admiral W. H. Hall, C.B.; Colonel Fitzroy Clayton; W. H. Hutton, Esq.; Captain A. P. Ryder, R.N.; Alexander Boetseur, Esq; Captain Ward, R.N.; Inspector of life-boats of the Institution; and Richard Lewis, Esq., the Secretary.

A reward of 14*l.* was voted to the crew of the Institution's life-boat at Padstow, for their gallant services in rescuing, during a heavy storm on the night of the 18th ult., the crew, consisting of thirteen men, from the *Betsy* and *Pandema*, which had stranded on the Doomed Bar Sand, off Padstow. The thanks of the Institution were also voted to Mr. Daniel Shea, chief officer of the Coast-guard, for putting off in the life-boat on the above occasion. This life-boat is called the *Albert Edward*, after the Prince of Wales. By a happy coincidence she was also instrumental in rescuing a shipwrecked crew on the very day his Royal Highness arrived at his majority, on the 9th November last.

Rewards amounting to 53*l.* 7*s.* were also voted to the crews of the life-boats of the Institution at Rye, Winchelsea, Tynemouth, Middlesborough, Fraserburgh, Dundalk, Berwick, St. Ives, and St. Andrew's, for putting off with the view of rendering assistance to vessels which had signals of distress flying, but which did not afterwards require the services of the life-boats. Some of the services on these occasions were of a very laudable character, and were attended with considerable risk. The life-boats of the Institution are often called out during heavy gales of wind, in reply to signals of distress, from which did not ultimately require their help, to land shipwrecked persons, the vessels succeeded in getting out of danger.

It was reported that the Institution had during the past three months voted 444*l.* 16*s.* 8*d.* for rescuing, by its life-boats and other means, 203 persons from different shipwrecks on our coasts. During the past year it had expended 12,583*l.* on its life-boat establishments and lifeboat crews.

The committee of the Institution therefore earnestly appealed to the public for continued support to assist them to carry on its great and important work.

The silver medal of the Institution was voted to Mr. D. Williams, collector of her Majesty's customs at Aberdovey, in admiration of his gallant services in putting off in a heavy sea in the Institution's life-boat stationed at that place, on the 8th February, with a view of rescuing the crew of the brig *Friends*, of Newport, which had stranded on Aberdovey Bar. Mr. Williams had previously exerted himself in saving life from wrecks. A reward of 8*l.* was also voted to the crew of the life-boat.

4*l.* 16*s.* was also voted to pay the expenses of the Institution's life-boat at Drogheda, in saving, in a heavy surf, the crew of five men from the schooner

Mary Anne, of Newquay, which was stranded on Drogheda Bar on the 14th ult.

15*l*. was also voted to pay the expenses of the Walmer life-boat of the Institution, in putting off, on the night of the 6th February, in reply to signals of distress from a vessel on the Goodwin Sands.

The silver medal of the Institution, and a copy of its vote on parchment, were presented to Mr. Henry Maddick, master of the smack Ruby of Hull, and to his apprentice lad, William Thompson, in testimony of their gallant conduct in putting off in the smack's boat and rescuing, at great risk of life, the crew of six men from the brigantine Ganymede, of Ipswich, which, during a fearful gale of wind, had sunk some distance off the coast on the 28th January last. When the captain of the vessel found her sinking, he signalled to the smack to take him and his crew off, their own boat being useless. Captain Maddick, immediately on observing the signal of distress, launched his boat, but neither of his seamen would go off to the sinking vessel; he therefore, determined to go alone, when the apprentice boy requested to be allowed to accompany him. The two brave fellows then succeeded, after great difficulty, in rescuing the six shipwrecked men, and in getting them safely on board the smack.

A reward of 6*l*. was also voted to the Irish fishermen for putting off during a hurricane, in a curragh (a small wicker boat) and rescuing two men belonging to the ship J. S. Parsons, of New York, which was wrecked off Innishenen, on the coast of Donegal. The ship struck with fearful violence, and in a few minutes was in a thousand pieces. The sea at the time was running mountains high, and it was considered impossible for any boat to live in it. It was heart-rending to witness the crew, twenty-eight in number, clinging to the rigging, with huge waves breaking over them every moment. Shortly after the vessel broke up two men were seen holding on to the roof of the deck cabin, which had floated away from the ship. Seeing the dangerous position of the poor fellows, the three curragh men put off in their frail boat, and succeeded in saving one of them, the other in the meanwhile perished. Twenty other persons were saved by men wading into the surf, and a reward of 5*l*. was granted to these men. The Institution presented its thanks, inscribed on vellum, to E. Edwards, Esq., inspecting chief officer of the Portland coastguard division, for his valuable services on the occasion, and ten shillings each to his boat's crew.

The silver medal of the Institution and 6*l*. were presented to Mr. Thomas Evans sen., Thomas Evans, jun., and William Evans, and also 6*l*. to three others, in acknowledgment of their gallant and persevering services on the night of the 20th January, in assisting to rescue the crew and passengers of the American ship John H. Elliott, of New York, which, during a terrific squall, accompanied by thunder and lightning, was stranded in Liverpool Bay. With the help of the Sailors' boats, about fifty-three men were safely brought to Liverpool on board the steam-tug United States, to the crew of which vessel the Institution voted 5*l*. 10*s*.

A reward of 6*l*. was granted to six fishermen, for putting off, and rescuing

three out of seven Coast-guard men, who had been capsized from their boat while proceeding to board a vessel during squally weather, off Greencastle on the coast of Donegal. Four men unfortunately perished on this occasion, notwithstanding the gallant and prompt endeavours that were made to save their lives.

A reward of 2*l.* was also voted to two fishermen, for saving six persons, whose boat had been capsized in a heavy sea off Faha, on the coast of Limerick.

It was reported that the Mayor of Liverpool, and the Lord-Lieutenant of Cardigan had, during the past month convened public meetings for the purpose of presenting some silver medals of the Institution, which had been given by the society to different persons for their gallant exertions in saving life from shipwreck.

The Institution had during the past month sent a new life-boat out to Porthleven, on the Cornish coast. The boat was the gift of Mr. Robartes, *M.P.*, who had also previously given the cost of a life-boat to the Institution.

The committee decided to send a new life-boat and transporting carriage to Fishguard, on the Welch coast, in lieu of those at present there. They also decided to call the boat "Sir Edward Perrott," after the honourable baronet of that name, in acknowledgment of his long and valuable services to the life-boat cause as chairman of the preparatory committees of the Institution.

A letter was read from the Hamburg Life-boat Society, requesting the co-operation of the National Life-boat Institution in placing a life-boat at Heligoland.

It was reported that Mr. F. R. Magenis had presented to the Institution 25*l.* 10*s.*, to enable it to place a new life-boat on the coast.

A legacy of 204*l.* 16*s.*, had been received by the Institution from the executors of the late Miss Gedge, of Yarmouth.

It was also stated that Messrs. Hoare, the bankers, had given the Institution a donation of fifty guineas, and that the principal London bankers had also contributed to its funds.

Admiral Sir George Sartorius handed to the Institution 71*l.* 8*s.*, which he had collected for it; fifty guineas of which amount was from Mr. Henry Green, of Blackwall.

Payments amounting to 1,160*l.* having been made on various life-boat establishments, the proceedings closed.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Yacht Squadron.—The general meeting of the members of the Royal Yacht Squadron has been appointed to take place on Saturday, May 9th, at one o'clock precisely, at Willis's Rooms, King-street, St. James's, London, for the purpose of general business and the ballot of candidates. It is generally at such annual meeting of the members that the regatta ap-

pointments are fixed for the forthcoming season, and the financial statements produced.

Royal Victoria Yacht Club.—The annual general meeting of this club took place on April 8th, at the club-house Ryde, instead of London, as heretofore. The alteration, we learn, was made for the convenience of those members residing in the neighbourhood, as also it having been found that confirmatory meetings had almost always afterwards to be held at Ryde. Nevertheless there was neither Commodore nor Vice-Commodore present, and the Hon. Lucius Carey, acted as chairman on the occasion. There were also present—Capt. Le Marchant Thomas; Capt. Sterling, R.N.; Col. Hill; Major-General J. Simmons Smith; Major-General Kelly; Major Tattall; Major Vernon; Major Gordon; Capt. Locke; Capt. Fellowes; Capt. Egan; Major Agnew; Dr. Kent; Sir J. R. Carnac, Bart; Capt. Fullarton; Capt. De la Condamine; A. Moore; D. Scott; W. Lucas; Thomas Broadwood; W. B. P. Brigstock; C. Adderley; P. Roberts; H. Goode; J. Bicknell; E. C. Bowlby; C. Featon; B. Gyll, and the Rev. Vernon Tipping.

The chairman, after apologising for the absence of the Commodore and Vice-Commodore, read the notice of the meeting and the report of the committee as follows:—"The committee have much pleasure in reporting that the pecuniary affairs of the club were in a very satisfactory state. They regretted the retirement of their late secretary, Capt. Helby, R.N., owing to ill health, and had resolved to present him with £100, in appreciation of his services to the club for a period of eleven years. The committee have also resolved to place the sum of £200 at the disposal of the Commodore, Vice-Commodore, and sailing committee for the ensuing regatta. Three members of the committee retire by rotation, viz, Admiral Sir T. Cochrane, G.C.B.; Major Tattall, and E. Alderley." The report was adopted unanimously. The notice to alter one of the rules (12) was withdrawn, in consequence of the non-attendance of several of the members who had signed the notice.—The Chairman stated that at the request of the club the Commodore had written to General Knollys to request that H.R.H. the Prince of Wales would become patron of the club, and the following letter was received in reply:—"Sandringham, April 2nd. Lieut-General Knollys presents his compliments to Mr. Thellusson, and is commanded to express the regret of the Prince of Wales that he was unable to accede to his request to become a patron of the Royal Victoria Yacht Club. His Royal Highness has been obliged to decline so many applications of a similar description that he is sorry not to feel himself at liberty to make an exception in favour of Ryde."

After a conversation relating to the mode of conducting the ballot of members, a cordial vote of thanks was given to the chairman, and the meeting broke up.

Royal London Yacht Club.—The monthly meeting of this club took place on Monday evening, April 20th; Mr. Ardeckne, the Commodore, in the chair, and Mr. A. Crossley in the vice. The minutes of the previous meeting having been read and confirmed, Messrs. J. Pollock, and J. R. Soames were balloted for and duly elected.—Mr. Crossley said that he

anticipated great sport during the ensuing season. It would be a complete era in the yachting community, and would show the progress which had been made in yacht building and yacht sailing; he had it on the authority of masters of yachts that there was a great feeling in favour of advancement and sport, and he did not doubt from communications that had been made to him that their Commodore would be accompanied by a good fleet on the occasion of the opening trip, on Saturday, May 2nd. Wind and weather permitting, there would be such a muster as had rarely been seen before, and he was requested by those who had notified their intention of leading their presence to the opening trip, that all the yacht owners would be most happy to see as many members and friends as would favour them with their company; and he requested, to prevent any confusion, that those who intended to dine with the club at Erith, would announce their intention at as early a period as possible, in order that arrangements might be made to the satisfaction of all parties.—Mr. Smith, the Vice-Commodore, called the attention of the club to prospectuses lying on the table of the Union Yacht Club House Company (Limited), for the establishment of a Club House on the Thames at Gravesend; the prospectus was headed with the name of Lord Alfred Paget as a patron; of Mr. Henry F. Smith, Vice-Commodore R.L.Y.C.; John Clarke, R.T.Y.C.; Capt. Deane John Hoare, R.T. and R.L.Y.C.; John C. Morrice, R.T.Y.C.; Charles W. Morris, R.T.Y.C.; W. Newland Rudge, R.T.Y.C., as managing committee. The prospectus stated that a provisional agreement had been entered into with the lessee of very eligible premises, which were described; that the entrance fee would be £2. 2s, and the annual subscription £2. 2s, but a proprietor of one or more shares would be eligible for election without the payment of any entrance fee, and would in addition participate in the profits of the club, which, it was anticipated would pay a good dividend. Mr. Smith said that the want of a club-house at Gravesend had been long felt, and if yachtsmen passing that port ran short of supplies, it would be a great *desideratum* to know where to go to on shore and get what they wanted. He must beg to point out that this Union Yacht Club House was not antagonistic to any in existence, but its establishment was a project to bring men of all royal yacht clubs of the Thames and round the coast together, for the purpose of encouraging sport and promoting sociality. Whenever yachting men from London went round the coast they found plenty of club houses where they were immediately invited to come on shore, and were made honorary members for the time, and participated in the advantages such establishments conferred; but if a man from the coast came into the river Thames there was no place for him to go to, and if yacht owners would aid in the present undertaking they would confer very considerable advantages, not only upon gentlemen indulging in that sport, but upon officers in Her Majesty's service at Gravesend, Chatham, and Sheerness, as well as upon many others on the Stock Exchange and elsewhere, who would avail themselves of the agreeable trip to Gravesend, certain of first rate accommodation and society. The premises spoken of, and which they hoped, with

the concurrence of yachting men, to have fit for occupation in a month—and he begged to remind those who were zealous in the cause, there was no time to be lost—were the Clifton Hotel, which had forty fine rooms, including morning, dining, and drawing rooms, billiard rooms, smoking and card rooms, and a vast number of bedrooms, with other conveniences, and there would be a drawing room set apart for the use of ladies, so that gentlemen might take their wives and sisters with them. He (Mr. Smith) thought the project was worthy of their attention, and would be well supported by yachting men, as most conducive to their interests. Some inquiries having been made by members present into details, Mr. Rudge and other members went into them at great length, stating that the premises could be taken at the low rent of £80, per year, for a term of three, seven, fourteen, or nineteen years, with power of purchase of renewal of lease; that having gone through the whole of the expenses with care, it was considered that considerable profits would result. Several of the members having expressed themselves much satisfied with the explanation, an old and distinguished yachting man took a number of shares; and it was carried unanimously, upon the motion of Mr. Powell, seconded by Mr. Eagle, the treasurer, that the Royal London Yacht Club should immediately send the prospectus of the Union Yacht Club House Company to the whole of the members.

Royal Northern Yacht Club.—The annual general meeting of this club was held in the Queen's Hotel, Glasgow, on Wednesday, April, 1, when the balance-sheet and other statements of the past year's operations were laid before the meeting, and the following officers elected for the year:—Commodore, His Grace the Duke of Hamilton and Brandon; Vice-Commodore, D. Richardson, of Hartfield. The following stewards, who retired by rotation, were also re-elected:—A. A. Ranken, Robt. Aitken, and Wm. Houldsworth.

The opening cruise of the season was fixed to take place on the 21st of May, to last for three or four days. Yachts to rendezvous at Gourock Bay, and to sail out in fleet. The regatta for this year was also arranged to come off at Hunter's Quay, near Dunoon, on July 7 and 8, when it is expected there will be a numerous turn out of yachts. The Vice-Commodore intimated his intention of presenting a £100 cup to be run for by cutters, the club at the same time giving a similar prize for schooners. The following resolution regarding the shifting of ballast was proposed and unanimously carried, viz:—"That no ballast or weight be shifted during the match; that no water ballast be allowed; that no bags of shot or other ballast prepared or suitable for the purpose of shifting, be allowed to be on board, and a declaration to that effect be signed by the owner or his representative previous to the match, and countersigned by the owner and his sailing-master before receiving the prize; that all ballast shall be under the platform or lockers, and that the platform and lockers shall be examined by a person appointed for the occasion by the acting officer of the club; no more than the usual anchors or chains shall be allowed to be carried during the match. At the close of business the members as usual dined together, the Vice-

Commodore in the chair, supported by Capt. Farquhar, R.N., H.M.S. Hogue ; M. Bouillat, French Consul ; Lieut. Commander Hewson, H.M.S. Harpy, &c.

Royal Mersey Yacht Club.—The opening dinner of the season and the meeting for April was held at the Rock Ferry Hotel, on the Cheshire side of the Mersey, on Monday, April 6. There was a good attendance of members, Commodore Graves presiding. Business matters commenced shortly after eight p.m. Ten members, including several yacht owners, were elected, and others proposed. The sailing committee, the prize committee, the measuring officers, and the stewards were chosen for the year. The opening cruise for the yachts to sail in company was fixed to take place on Friday, May 22nd ; the vessels to assemble off New Brighton at two p.m. By this fixture it is intended for the yachts which join in the cruise to proceed to Beaumaris, in the Menai Straits. The regatta sailing is already fixed to be held on June 26th and 27th, for which the usual valuable prizes will be offered. There are several new yachts constructing for members of the club.

Royal Western Yacht Club of Ireland.—A fully-attended meeting of this club was held at their Club-house, Queenstown, on April 16th, when a committee for managing the regatta to be held on Thursday, 18th June, was appointed. A letter was read from General Knollys, dated Sandringham Hall, written by command of his Royal Highness the Prince of Wales, acknowledging the receipt of the congratulatory address presented by the club upon the occasion of his recent marriage with the Princess Alexandra, and graciously conveying his Royal Highness's pleasure at the sentiments of loyalty and attachment evinced to the royal family. Her Majesty the Queen has been graciously pleased to grant a cup to be sailed for on the 18th of June ; it is a magnificent prize, and will be thrown open by the club to all vessels belonging to members of royal yacht clubs. The Right Hon. Sir Robert Peel, Bart, Chief Secretary for Ireland, who has recently become a member of the club, has also presented a very beautiful and valuable cup, to be sailed for on the same day as Her Majesty's prize ; these, together with the prizes that will be offered by the club, make up a tempting programme for the opening of the St. George's Channel Regattas, and a large attendance of yachts, comprising amongst them many of the new clippers of the season, is anticipated. The club have it in contemplation to devote one of the presentation cups to schooners and yawls, so that a game contest between the three classes of vessels on the same day may be confidently looked forward to. No exertions will be spared by the committee to render the approaching meeting complete in every respect, and commensurate with the high patronage that has been bestowed upon it ; every arrangement for the accommodation of yachtsmen and their friends attending the regatta, whether spectators or partakers in the matches, will be studiously attended to. The note of preparation has already been sounded amongst the Cork fleet, and the hardy clippers of Queenstown will be found fully prepared to do gallant battle against their formidable antagonists from the sister island. The Commodore's vessel, the Sibyl, is to undergo a thorough overhaul, and

some alterations will be made calculated much to improve her speed; she will come to the starting buoys under the auspices of that thorough yachtsman Capt. H. H. O'Brien, who has so often before brought her triumphantly to the flag-ship. Shifting ballast will be strictly prohibited at this regatta, in accordance with the general rule now adopted by nearly all the royal clubs. The following additions have been made to the fleet of the club during the winter :—Kate, cutter, 10 tons, Capt. Mannock, Cowes; Eliza, yawl 18 tons, J. Chute Neilgan, Tralee; Amazon, cutter, 46 tons, H. F. Smith, Vice-Commodore, R.L.Y.C.; Leonora, schooner, 116 tons, J. Bamford Hesketh; Water Witch, schooner, 19 tons, T. Dawson, Waterhead; Plover, cutter, 22 tons, J. Lear; Elsie, cutter, 25 tons, T. B. Wire; Deerhound, steamer, 130 tons, J. Lancaster; Zuleika, cutter, 11 tons, C. E. Poole, London; Rifleman, steamer, H. Gunning, Bristol; Dragon Fly, schooner, 80 tons, M. Louis de B. Craon; Vision cutter, 46 tons, J. Frewen, Bristol; Emerald, cutter, 12 tons, W. J. Corrigan, Dublin; and the Que-rida cutter, 8 tons.

Clyde Model Yacht Club.—The following gentlemen have been appointed office bearers for the current year, viz :—Commodore the Hon G. F. Boyle, Garrison, Millport; Vice-Commodore, D. M'Iver, Liverpool. Members of committee; Messrs J. Ure, T. Falconer, J. Miller, R. Ferguson; R. Mackintosh, A. Teacher, and J. Munn: Hon. Secretary, J. M. Forrester, 138, Hope-street, Glasgow. The following meetings have been arranged to take place during the season, viz :—Opening cruise at Gourock, on Saturday, June 6th; regatta at Largs, on Saturday, July 4th; closing cruise and Challenge Cup, at Dunoon, on Saturday, August 29th. From the present prosperous state of the club funds the prizes to be competed for will be very handsome, the Challenge Cup, at present held by the Brenda, D. M'Iver, Liverpool, being valued at 40*l*. During the past year several fine yachts have been added to the fleet, which now numbers 53 vessels of all classes, from four to eighty tons; and among the additions for 1863 may be mentioned the celebrated cutter yacht Onda, A. Morrison, and the Seal, Capt. Baring, Loch Fyne.

Prince of Wales Yacht Club.—The April meeting of the above club was held on Friday evening, April 10, at the Freemasons' Tavern. The Commodore, Mr. R. Hewett, was in the chair, and after the transaction of some routine business, including the election of the members proposed, the chairman called the attention of the meeting to the open race for all yachts not exceeding fifteen tons, in honour of the Prince of Wales's marriage, and the recommendation of the sailing committee that it should take place on Tuesday, June 9th, was unanimously adopted. The sailing committee were then elected for the year, the following being chosen :—Messrs. J. S. Adam, J. Ash, H. Ayckbourne, R. B. Brown, F. Dolman, E. Guest, E. G. Knibbs, T. Heaviside, J. D. Hewitt, G. Legge, W. D. Logie, C. Long, W. Massingham, and R. Sadlier. It was then put from the chair, and carried unanimously, that a congratulatory address be forthwith drawn up and forwarded to H.R.H. the Prince of Wales, on his recent marriage. The cup for the

international race, in honour of the same event, is to be of the value of 50*l*. and raised by a subscription amongst the members. Mr. Webster, of Gracechurch-street, the cup bearer, has taken the office of Treasurer of the fund, and has issued a circular, inviting the co-operation of members with him.

Royal Thames Yacht Club.—The unusual and much-to-be-regretted schism in this Club, being now we hope buried in oblivion, we have the pleasing task to place before our readers the result of the adjourned meeting which was held on the 15th ult., and numerous attended. Lord William Lennox occupied the chair, the meeting being convened for the express purpose of appointing the several officers (excepting the worthy Secretary, who had been re-elected by a majority at the previous meeting.)

The minutes of the preceding meeting having been read and *confirmed*, Lord Burghley addressed the meeting and proposed for re-election Lord A. Paget. Mr. A. J. Otway having seconded, his lordship was re-elected Commodore by acclamation.

For the office of Vice-commodore three candidates were proposed, namely, Mr. C. Stokes proposed, and Mr. C. Howell seconded, Mr. J. D. Lee, of the *Night Thought*, cutter, 60 tons; Mr. A. Howden, jun. proposed, and Capt. Clarkson seconded, Mr. H. Green of the *Phoenix*, cutter, 75 tons, the Earl of Orkney proposed, and Rev. E. Newenham seconded, Sir Gilbert East, Bart. of the *Wizard* cutter, 95 tons.

The show of hands having been declared in favour of Sir Gilbert East, the noble chairman declared that gentleman elected. Sir Gilbert in returning thanks for the honour conferred, assured the Club of the sincere gratitude he felt at being elected Vice-commodore of so important a yacht club, and whether on the river Thames, or at the outports, his best exertions should be rendered in assisting to extend the prosperity of the Club.

The following members were then appointed as the next general Committee of Management for the ensuing year, and we are happy to observe a good sprinkle of yachtsmen among them, viz:—Messrs. J. Clarke, *Glimpse*, cutter; Captain F. S. Clarkson, *Clytie* schooner, A. Cox, *Whirlwind* cutter; J. E. Cox, *Minion* cutter; A. Duncan, Esq. *Glance* cutter; Colonel G. F. Evelyn, *Le Réve* schooner; J. Goodson, *Avalon*, cutter; T. Groves, jun. Captain D. J. Hoare; J. H. Johnson, *Audax* cutter; H. H. Kennard, *Christabel* cutter; J. R. Kirby, *Violet* schooner, Captain R. Lambert; J. Leach, *Zillah* cutter; Lord W. Lennox; W. O. Marshall, *Shadow* cutter; J. C. Morice, *Marina* cutter; A. J. Otway; H. B. Scoones; C. Smart; and S. Walker, *Wanderer* schooner.

Mr. S. Cave was then elected Treasurer.

Mr. R. Cooke, was re-elected Cup-bearer; and the Auditors Messrs. W. L. Hooper, J. Harney, and W. N. Rudge. were re-elected. With such a Committee and staff of officers the Royal Thames Yacht Club will maintain its proud pre-eminence.

The noble chairman then addressed the meeting, and trusted that unan-

imity and good fellowship would again be restored to the Club, of which he felt proud in having been a member for so many years.

A vote of thanks having been unanimously voted to the noble chairman, the proceedings terminated.

Ranelagh Yacht Club.—The monthly general meeting of the members of this Club was held on Wednesday April 8th, at the Pier Hotel, Chelsea; the Commodore Col. Evelyn in the chair, faced by Mr. W. H. Royston. The minutes of the previous meeting having been read and confirmed, and Mr. J. Inman, Stock Exchange; C. S. Varley, 88A, Oakley Street, Chelsea; and T. Vaughan, Cleveland Lodge, Middlesborough-on-Tees, elected members: the Vice-commodore Mr. Pick said he had a most important duty to fulfil, which was to announce to them the result of the sailing committee's deliberations as to the matches of the season:—he then read the following sailing programme:—

First match, Tuesday, May 12th.—Course from North Woolwich to Rosherville and back to Erith. Prizes—First boat 12 guineas, second 6, provided four start; in the event of only three starting the second prize will be withheld. Entries to close on Wednesday 6th, at the Club house. Yachts not already measured to be at North Woolwich on the morning of the Match; vessels to be at their stations at 12h. 30m. and start at 1h. Second Match Friday July 10th.—Arrangements to be made hereafter.

The above having been moved by Mr. Pick and seconded by Mr. Harris, was carried unanimously, and the following list of stewards appointed for the steamboats to accompany the races, viz:—The officers, and Messrs. Brittan, Boggett, Charlwood, Farmer, Fielder, Guillaume, Harris, Keen, Limbert, Light, Mason, Morgan, Oriel, Powell, Parsley, Royston, G. B. Smith, A. Thorn, and Wharton, with power to add. The steamboat for the first match leaves Hungerford at 11h. and London bridge at 11h. 30m.

The opening trip took place on Saturday April 18th. The Commodore hoisted his flag on board Mr. Harrison's Vision, in which, with Mr. Charlwood's Jessica, Mr. Ingram Pick the Vice-commodore, and several members were accommodated. The yachts proceeded to Erith, with the wind variable, but chiefly from east. Members and their friends sat down to an excellent dinner at the Crown Hotel, Col. Evelyn presiding, and after the disposal of the usual loyal toasts, the chairman said that the next they had to consider represented the honour of themselves, and which was only secondary to their country and those who ruled it. He begged therefore to propose the toast of the "Ranelagh Yacht Club," and he must say it was most encouraging and agreeable to find so well filled a table, and he hoped they would go on increasing the number of those who sat down on the occasion of their opening trips. He also trusted that every member would use his influence to induce his friends to join the Club, the comfort and well being of which they were so deeply interested in, and the hilarity and good fellowship of which they also strenuously sought to advance. They had been very much delighted with their trip down that day, and he was much obliged to those gentlemen who had placed their yachts at the disposal of the club. His own

yacht would have been fitted out, but as his military duties would prevent his taking a cruise for a short time, it was delayed, otherwise she would have been at their service.

Several other toasts were given, and a very happy meeting was spent, all retired fully impressed with the conviction that it only required unanimity to raise the club, numerically, one of the largest on the Thames.

Editor's Locker.

A SUBSCRIPTION CHALLENGE CUP.

Dublin, April 27th, 1863.

SIR.—Your so kindly inserting in your last number the draft of a general set of Laws of Yacht Racing and Sailing Regulations, encourages me to trouble you with a proposal, which as it occurred to me would tend if carried out to systematize those Laws, and to encourage Owners and Builders of racing vessels in turning out each year the fastest possible craft, viz:—That a really handsome Challenge Cup be purchased by the joint subscription of owners, builders and persons interested in Yacht Racing, to be sailed for each year by yachts of all nations, sizes, and rigs, under a fixed set of Conditions, and to be held for the year by the winner as the Champion prize, and the fastest vessel of the season.

The match might be sailed either on a particular course, or each year at one of the principal Yachting stations, in rotation, as London, Cowes, Liverpool, Dublin, and Cork, either before, at, or after the Local Regatta, as seemed best to the majority of the subscribers.

Many owners of clippers and most of the principal builders of racing craft, as Aldous, Fyffe, Hansen, Harvey, Hatcher, Inman, Ratsey, Steele, Wanhill, and Wheeler would I think be ready to subscribe to such a prize, and many others (myself amongst the rest) would join in making it of a value worthy of its name, and it might be joined to a sweepstakes amongst the vessels competing, sufficient to pay the Sailing expenses of the first or second boat. I leave all details of the scheme for another letter, when it is seen how the idea takes with the persons interested, which they can let be known by letters to you, or to the sporting papers if favourably. The conditions, &c., can easily be worked out, and a Committee appointed to carry out the plan.

I remain your obedient servant,

To the Editor H.Y.M.

RED WITH WHITE MALTESE CROSS.

THE NEW CODE.

MR. EDITOR :—One of the new rules says that yachts "may set what canvas they like, when, and how they please." Now, though I consider the

new rules most excellent in nearly every particular, I should like to say a word or two as regards the foregoing. No doubt yachts hitherto have been far too much restricted as regards their sails, which restriction has been the chief cause of the over sparring now so generally adopted in racing cutters, as also of the unwieldy balloon canvas they set, because, when a boat comes to "run," she must set more canvas than when she is close hauled. As she is not allowed to set a square sail, she must only increase the size of her mainsail, which mainsail comes sadly against her when she is caught out in heavy weather; indeed, I think it is the aforesaid big mainsail that has given rise to the axiom that you can't combine a comfortable cruiser with a successful racer. But then I think everything should have its limit, and all such excrescences as ring-tails, &c, should be prohibited. I would not allow either square topsails or flying jibs, as a good square-sail ought to be quite sufficient for a cutter to set when running, and would give the men plenty to do without any thing extra. I am glad to see that one of the new rules confines the entrance fee to 6d. per ton, which is a great advantage, as some of the regatta committees used to impose too much on the competitors. The R.W.Y.C.I., for instance, charged 5*l.* last season for a 100*l.* cup. I should have no objection to a large entrance—indeed, I should be glad to see it—if committees were to use it in the shape of a sweepstakes to be given to the second boat, provided four started, and if not to go to the winner of the race. Apologising for the length of this,

I am, yours, &c,

EMBLEM.

SHIFTING BALLAST.

April 6, 1863.

MR. EDITOR :—As the yachting season is now fast approaching—in fact, active operations have commenced as regards fitting out on board many vessels—it would be a great boon to those interested in regatta sailing if they were to know what the different yacht clubs intend doing as regards the "shifting ballast" question. It has now, more than ever, assumed an important aspect, as the new rule adopted by some of the clubs, prohibiting their having shifting ballast on board the contending vessels at all, does not appear to be taken up by the others with anything like spirit, the result of which want of unanimity will be that owners will not like selling their shot to please the exceptional clubs which adopt the regulation, and have to race at a disadvantage at the other regattas where the regulation is not adopted; so that the rule, instead of being a blessing, will be the reverse, as the shot will be kept on board, and only taken out for the race, when other ballast will have to be put in, and it is then the boats will be turned topsy-turvy and no mistake. Trusting that some of your correspondents will kindly inform me what is likely to be the general fate of the shot, so that I may have a look out as regards my own.

Yours, &c,

BLUR.

Dublin, April 21, 1863.

MR EDITOR :—May I ask for space to make a few comments on two letters which appeared, one in your impression of the 12th, signed "Blue," and the other in that of the 19th; signed "Emblem." With respect to No. 1, I think the best way to solve the writer's doubts, and to assist him and others in making up their minds what to do with their shifting ballast is to send for republication the resolutions passed by the various yacht clubs on this subject, most of which have already appeared in your columns, but not together or simultaneously. By reading these, they will see that all the principal royal yacht clubs (except the Royal Western of Ireland, which will, I believe, do so,) whose regattas are fixed to take place from May 27th to July 23rd, have forbidden vessels having shot bags, or ballast for the purpose of shifting, on board, sailing for the prizes offered by them, and have enforced this prohibition by sailing regulations more or less stringent. There can, therefore, be little doubt what the rule and practice of this season will be, even if the other royal yacht clubs, and especially the Royal Yacht Squadron, whose meeting takes place in May, do not issue a similar prohibition; and from what I have heard from all classes of yachtsmen—owners, shippers, and hands—and from committees of clubs, I have little fear that the old nuisance will be revived next year. As to "Emblem's" letter, if he means by "the New Code" the set of "proposed rules" from my pen, which appeared in the April number of *Hunt's Yachting Magazine*, he does them too much honour by speaking of them as "the rules," and as if they had been adopted as the laws to govern yacht racing. They merely form the basis of a proposal to apply to this sport what nearly every other has, a set of general and universal rules, and a central governing authority under which it can be carried on with pleasure and safety, and the want of which has been much felt. The suggestion he speaks of is, however, one which I defend as tending to check the setting of enormous and unwieldy sails, gaff topsails—with yards longer than the yacht herself, and jack and jenny yards exceeding the gaff—balloon foresails which are, in fact squaresails and jibs with sheets aft to the runners. Limiting the number, not the size of sails to be set, greatly favours the professional racer who has these enormous ballooners, as opposed to the cruising yacht who sets her canvas in a more manageable size and shape: and there is little danger practically that many vessels will adopt the flying kites "Emblem" speaks of, as the trouble of setting them for the short stretches of racing courses and the gear they require aloft would render them more a hindrance than a help.

Even if they did, however, I maintain that such matters are better left to the discretion of owners and their sailing masters, and that so far from tending to increase the number of hands necessary, and, therefore, the expense, the fact is that fewer hands will set and take in two handy and manageable sails than one huge unwieldy one; while the abolition of shot bags, and the allowing the heavier sails to be set before the gun fires, will also prevent the necessity for filling a racing yacht full of extra and often

useless men, who if brought on board by any owner with more money than brains, will only do the vessel harm instead of good. The plan of making the entrance fees so much per ton has been tried in the Irish Model Yacht Club for some years, and has been found to work well in encouraging entries. The present usual scale of entrance is enormous, especially when the prize is given in plate, often of a most nominal value. The whole code, however, as I said before, is merely a suggestive one, though drawn up with much care, and is intended to elicit discussion on several points on which yachtsmen are at issue, two of the most salient of which "Emblem" has touched on. If the yacht racing community had a central authority to decide, such as the racing and cricket interests have, both of whose parliaments sat during the past week to consider the amendment of their rules, it would not require this mode of ventilating its ideas; but until such is established, and while the courtesy of the sporting papers affords them facilities, yachtsmen cannot do better than freely to criticise it in *Bell's Life*.

Yours, &c.

RED WITH WHITE MALTESE CROSS.

RESOLUTIONS PASSED BY ROYAL YACHT CLUBS.

Royal Thames.—That no ballast be shifted during a match; that no water ballast be allowed; that no bags of shot or other ballast prepared for shifting be allowed to be on board; that all ballast shall be under the platform or in lockers, and that the platform and lockers be sealed down by a person appointed for the occasion by the acting officer of the club. *No more than the usual anchors and chains shall be allowed to be carried during the match.*

Royal London.—That no ballast be shipped or unshipped during a match, and no shot bags or any other kind of shifting or water ballast be allowed on board, and only the usual anchors and cables, which shall not be used as shifting ballast.

Royal Mersey.—That no ballast or weight be shifted during the match; that no water ballast be allowed; that no bags of shot or other ballast prepared or suitable for the purpose of shifting be allowed to be on board, and a declaration to that effect be signed by the owner or his representative previous to the match; that all ballast shall be under the platform or in the lockers, and that the platform and lockers shall be sealed down by a person appointed for the occasion by the acting officer of the club. *No more than the usual anchors and chains shall be allowed to be carried during the match.*

Royal Irish.—That no shifting or trimming of ballast be allowed on board, any yacht while sailing for a prize; that no yacht having on board bags of shot or other ballast prepared or suitable for trimming or shifting, shall be allowed to sail; but that all ballast shall be stowed under the platform or in the lockers; that no water ballast be allowed and the usual anchors and cables only; that the owner or his representatives and the sailing master of the

yacht shall sign a declaration to that effect, at the time of entry or before sailing, the same to be countersigned by them, in case of winning, before receiving the prize. All yachts entered to be liable to inspection at the discretion of the committee.

Royal Northern.—Has passed a resolution prohibiting shifting of ballast, which will be found in page 226.

Royal Cork.—"We think that it is desirable to make a rule prohibiting all yachts sailing in a race from having on board shot-bags, and if the Royal Thames adopts it we shall also do so." As the latter club prohibits the use of it, yachtsmen will not have that evil to meet at Cork. In fact we may consider shifting of ballast as a thing of the past.

YACHTING INTELLIGENCE.

The cutter yacht *Æolus*, Mr. T. Holdsworth has been fitted out in Victoria harbour Greenock, her lower mast has been shortened considerably. The schooner *Circe* also in Victoria harbour has had two new masts stepped, *Extravaganza* has been got ready for service in Gourrock Bay; and the cutter *Cossack*, which has been lying at Fairlie, has been chartered by a party, with a view to a cruise to Norway. The schooner yacht *St. Ursula* has sailed from the Clyde for Malta. A very fine racing yacht was launched on the 4th of April, from the stocks of Fife, of Fairlie, (the clipper yacht builder,) she is 55 tons, Royal Thames Yacht Club measurement, She is called the *Surf* and has been built to the order of Mr. C. T. Couper, jun. of the Royal Northern Yacht Club; she draws 7 feet forward and 10 feet 6 inches aft. T. Walker well known in the yachting world is to have charge of her. Fife has also three other yachts, nearly ready, viz:—a schooner for Mr. Stirling of Glasgow; a 15-ton cutter for Mr. Abercrombie, of Glasgow; and a 15-ton cutter for Mr. Shaw of Largs.

The new iron clipper of 45 tons, building for Mr. A. Duncan, by the Ship Building Company at Millwall is very nearly finished:—She will make her first trial at the R T.Y.C. match in May. Her lines were draughted by D. Hatcher, and is considered an improvement on the *Phosphorus*. J. Downes is to command her. The *Glance* is for sale.

April 21, the schooner yacht *Georgiana*, Capt. R. H. Smith-Barry, was hauled up on Hansen's slip, to be new coppered; and on the following day the scow steamer *Firefly*, Sir H. Oglander, Bart. was hauled up in the same yard to have new keys put to her shafts preparatory to being refitted.

The new schooner yacht *Sabrina*, Mr. John Naylor, lately launched from the yard of S. White at East Cowes, has been hauled up on his patent slip to be coppered and equipped for sea. She is built on the diagonal principle. Her dimensions are—Length of keel for tonnage, 105 feet, length over all, 130 feet, breadth, 23 ft. 6in., depth, 12ft. 6in., draft of water, 13 feet aft, and forward, 11 feet. Her internal accommodations are first-rate; and fittings very chaste in mahogany, oak, and bird's-eye maple. Her sails are by Ratsey. She is to be under the command of Capt. Brown, late of the *Hornet*.

REGATTAS AND MATCHES.

- May** 2.—Royal London Yacht Club Opening Trip, Blackwall at 2h. 30m. p.m.
 11.—Southampton Amateur Regatta Opening trip
 11.—Temple Yacht Club Sailing Match, close May 4.
 12.—Ranelagh Yacht Club Sailing Match—North Woolwich to Rosherville and back to Erith
 16.—Royal Thames Yacht Club Opening Trip—Blackwall, 2 p.m.
 17.—Bordeaux Regatta
 21.—Norfolk and Suffolk Yacht Club Opening Trip.
 21.—Royal Northern Yacht Club Opening Cruise—Gourock Bay
 27.—Royal London Yacht Club Sailing Match—first and second classes, Erith to the Nore
 28.—Royal Thames Yacht Club Sailing Match—first and second classes, Erith to the Nore.
- June** 6.—Clyde Model Yacht Club Opening Cruise—Gourock
 9.—Prince of Wales Yacht Club Sailing Match—by Yachts of 15 tons, any rig; open to all nations
 10.—Royal London Yacht Club Sailing Match—third class; also an extra match for yachts in cruising trim, Erith to the Nore and back.
 11.—Royal Thames Yacht Club Sailing Match—second and fourth classes, Erith to the Nore—also an extra match
 18.—Norfolk and Suffolk Yacht Club Match at Cantley.
 18.—Royal Western Yacht Club Regatta, (Ireland,) Queenstown
 26, 27.—Royal Mersey Yacht Club Regatta.
 27.—Royal Thames Yacht Club Schooner Match, Gravesend to the Mouse Light and back.
- July** 4.—Clyde Model Yacht Club Regatta—Large
 7.—Royal Northern Yacht Club Regatta at Dunoon.
 8.—Southampton Amateur Regatta
 10.—Ranelagh Yacht Club Sailing Match
 15.—Royal Irish Yacht Club Regatta—Dublin Bay
 16.—Norfolk and Suffolk Yacht Club Regatta—Wroxham
 21.—Thames National Regatta
 22.—Royal Cork Yacht Club Regatta
 22.—Royal Yorkshire Yacht Club Regatta—Hull
- Aug.** 5.—Southampton Amateur Regatta Club—champion cup
 6.—Norfolk and Suffolk Yacht Club Regatta—Oulton.
 29.—Clyde Model Yacht Club Regatta—Dunoon

TO CORRESPONDENTS.

A YACHT CRUISE IN THE BALTIC.—We have received a copy of this work, but too late to do ample justice, therefore defer our notice until June.

UNITED YACHT CLUB.—We shall most willingly comply with "Alpha's" request if a copy of the prospectus is forwarded. At present we only know that such a club is in course of formation by the advertisements.

All Communications to be addressed to 6, New Church Street, N.W., London

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HUNT'S YACHTING MAGAZINE.

JUNE, 1863.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXX.

A YACHTSMAN has kindly suggested to me the omission in my last chapter, that by an act of last session 25-26 Vic. c. 63., the Merchant Shipping Act 17-18 Vic. cap. 103—is extended to sea-going yachts, the provisions of which are very stringent and sweeping, and therefore should not be overlooked.

When a yacht is launched and all ready for sea, a yachtsman should resolutely go to work to make himself a good working hand in the first instance, watching closely and making himself perfectly acquainted with the way in which things should be done; if he has had the advantage of owning a small craft previously matters will come very easy to him in a short time,—a vessel of five or sixtons is an excellent preparatory school; but then the handling of a large vessel is at first apparently somewhat different, the cause being the much heavier gear, spars, and sails that have to be worked, and which require somewhat more of professional skill, than the pack threads, walking sticks, and pocket handkerchiefs by means of which a mosquito creeper is urged along; not that I mean to disparage

* Continued from page 198.

little craft of this description—on the contrary I have a great respect for them, and passed many a pleasant cruise in them; but comparatively speaking, such is the relation their gear bears to that of a fine slashing fifty or sixty ton racer.

Many I have no doubt may laugh at the idea of any man wealthy enough to keep a large yacht taking so much trouble when he can get all these things done for him, and perhaps think they were lowering themselves by tailing on to the same end of a rope as a fore-mast Jack; but as I presume to offer my lucubrations only to those who wish to become thorough good practical yachtsmen and seamen, and not mere passengers on board their vessels, I can only say, there is no Royal road for becoming proficient in this no more than any other active pursuit that a man wishes to excel in; he must work with his own hands and see with his own eyes, and then when he knows how a thing ought to be done he will have perfect confidence when giving orders to others.

As to any unpleasant position that a thirst for nautical information may lead to, by undue familiarity with a crew, in mixing with and working amongst them, I do not think any such thing likely of occurrence; at least if it did the fault would probably be on the side of the master not of the men; Jack knows his place too well for that, and it is only unbridled licence, or gross vulgarity, that will at any time tempt him to forget the respect he ought to pay, or the difference of position between him and his master; on the contrary sailors like and respect a man more that knows or seeks to make himself acquainted thoroughly with the working of a vessel, and will obey orders with much more alacrity and confidence when given by one whom they know understands whether they are properly carried out or not.

We all know the compassionate feeling with which seamen in the royal service regard officers whose wealth or family interest has enabled them to obtain commands which they are well known to be unfitted for; in certain cases pity is more nearly akin to scorn, than to the tiny god of bows and arrows. Who has not been amused at Marryatt's description of the noble lord, whose nautical abilities were confined to the idea that the weather main-brace always wanted tautening, and that the best way to clear a foul fore-topsail halyard was to cut the topsail tie! Nothing can enhance the pleasure of yachting so much as to be enabled to take charge of one's own ship at times,

without any danger of appearing ridiculous in the eyes of the crew, or giving a cynical *friend* an opportunity of framing an amusing story for a dinner table : in Navigation, the use of charts, taking an observation, and such matters as superior education can be brought to bear upon, the yachtsman will find his least difficulty ; for all practical purposes a very little study and application will enable him to master quite sufficient knowledge, under these heads and encouraged by the application of this knowledge, he will gradually and almost insensibly acquire those more abstruse branches that will entitle him to take rank as an accomplished navigator ; the study of and making himself acquainted with the prognostics of the weather will take time, and this is a very important study that should by no means be neglected or carelessly treated ; in this the barometer will prove an invaluable guide ; by closely watching the fluctuation of this, the sailor's best friend ; and keeping a careful daily register ; noting the results of the rising and falling of the mercury, it will prove an instructor unfailing and infallible, and such an one as will in course of time enable the observer to form most accurate conceptions of the probable weather that may be anticipated. Natural phenomena, such as the movements of clouds, birds, appearance of the sky, steady or variable winds should by no means be neglected, as taken into consideration with the fluctuations of the mercury they will form such valuable auxiliaries to weather prophecy, as in reasonable course of time will enable any one of even moderately retentive memory by continuous observation almost to read the sky as he would a book, it is the great book of Nature and well repays the study of it, and a yachtsman should make it a habit never to come upon or leave the deck without casting a searching glance around, and connecting in his mind the indications noticed with the then state of the barometer, bringing memory to aid him by comparing the results of similar indications noted upon previous occasions. Those who have not made the weather a subject of study may smile at the labours of Admiral Fitzroy, and perhaps indulge in not very sensible pleasantry at his so-called assumption of the duties of " clerk of the weather office," but the gallant veteran can well afford such sceptics the liberty of joking at him, he is right and he knows it too well to be lightly turned aside from the good work he has entered upon, by idle ridicule : some years hence, the mass of facts he is engaged in collecting and reducing into form will be hailed with wonder and delight, and incredulity will give place to steady belief.

As I have said superior education will give the master advantages over the man on all subjects connected with navigation, but where the latter will have the superiority is in what may be called the mechanical part of a sailor's training; a superiority which a long and weary apprenticeship entitles him to, but which a little energy, determination, and perseverance, aided by quickness of apprehension, will very speedily enable a yachtsman amateur sailor to achieve. An AB. in the majority of cases learns the manual part of his profession mechanically; he does not bring reflection to assist him, so as by investigation of the reasons for performing certain operations, the results thereof may upon the moment fix the *modus operandi* in his mind; it is by repeatedly performing the same thing over and over again that he acquires the skill and dexterity which becomes a habit, that enables him to make a knot, splice a rope, reeve gear, bend, shift, or shorten canvas, and perform such duties as are required to work a ship, almost with eyes shut and certainly upon such nights of darkness as render eyesight of but little avail; all he requires is to lay his hand upon any rope, spar, or sail, and the nature of the command given at once acquaints him that a thing he has done perhaps thousands of times previously requires to be done over again, and accordingly the machine goes to work with accuracy and expedition. I do not say that an amateur sailor can at once acquire that deftness of hand which enables the professional seaman to display such lightning like rapidity and neatness of finish that proclaims long practice and complete skill; but I have no hesitation in saying that the habits of observation and practice of contrasting cause and effect induced by education, will enable him to learn how any particular work, or duty connected with any evolution about to be performed, should be done, and that, once acquired, skilful manipulation becomes a matter of practice and is tolerably certain to follow. Therefore, I would say, to a yachtsman ambitious of becoming a sailor not only in theory but practice, go to work steadily the moment your ship is afloat, and not too violently or enthusiastically either, but gradually and perseveringly learning day by day, and bit by bit, everything that it is necessary a sailor should know; do not attempt too much at once, accomplish a simple knot to begin, but learn how to do thoroughly, so that in a moment of emergency no doubt may perplex as to whether it is properly done or not; do not rush eagerly from one thing to another

but never leave any one thing until you are satisfied you understand how to do it, by the feel even without looking, and you know when and where to apply the knowledge of its utility; it is this facility of doing things by the touch that constitutes the perfection of a smart and skilful sailor, for whilst his hands are rapidly performing the duty his eyes are eagerly scanning its effect, or on the look out for any object that may challenge attention; of course there are many operations that require eyes and hands combined, but I speak of the general work that is involved in the handling of a vessel.

Above all things that a yachtsman most requires to exercise his determination upon is that of overcoming that false pride, or perhaps to give it a more gentle term, delicacy, which prevents him asking for information; there are many such slaves to this fear of being thought ignorant by simple and uneducated men, that it becomes a perfect mania with them, and like other well meaning people inhabiting this planet of ours, who from the constant repetition of incredible stories at last cheat themselves into the belief that they are true, also make themselves and others believe that they are perfectly well acquainted with manual operations that they know as much of squaring the circle as the philosopher's stone.

A yachtsman should never have the least hesitation in asking a question as to the manner of performing any duty, even to the smallest boy on board; he is not expected to know how to do it, and his men will not only be pleased but flattered at having something worthy of their master's knowing to show him: and will take no little pride in instructing him correctly; he loses nothing whatsoever in their estimation, on the contrary Jack will feel that his owner is, and ought to be, a sailor; and that the more he knows and that they are enabled to teach him, the better will their interests be looked after, and the good men distinguished from indifferent loafers.

Yacht sailors generally take no small pride in their "Gentleman" if he distinguishes himself in nautical skill and information, and many an amusing conversation could I quote between rival crews as to the claims of their respective owners to the title of a "reglar salt";—there is not perhaps a class of men who entertain a more hearty contempt for pretension to nautical knowledge amongst their superiors than yachting Jacks; they may smile and agree with arodomontade yarns which a well got up amateur Columbus may

entertain them with in his visit on board a friend's yacht; gales of wind, lying-to under balance reefed try sails, wonderful passages, and cups won in the teeth of a storm are reckoned up and weighed to a nicety, and the corn is separated from the chaff in a manner that would *rather* astonish the valiant narrator if he could render himself invisible for a few minutes when the fore-castle pipe is going its rounds on the heel of the bowsprit;—"Any baccy, Tom?" "No, Bill Bo—all blew out o' my box in the squall that there gentleman lost his conscience in!"—"Don't be spiteful, Tom;—it was no worse than your shark bein' blown into the maintop!"

A foremast hand will recognise at once the moment a visitor steps into the gig whether there is anything of blue water about him, the way he handles the yoke lines, the orders "In bow!"—"Oars!"—simple in themselves have a talismanic effect, and it is wonderful what a difference it makes.

Of course a good deal depends upon the time a yachtsman is enabled to devote to cruising; if he is independent of the grim old gentleman with the scythe, he can proportion his amount of self-imposed work as suits him; but if, as many are situated, the pursuit of business or professional avocations prevent so much time being devoted, except at intervals, it will prove instead of work a healthy and invigorating source of amusement. To lay down any regular system therefore would be needless, everything depends so much upon an individual's own arrangements and habits. With a new vessel perhaps the novelty of a toy does not give more gratification to a schoolboy than to a man passionately fond of aquatic sport, but to enjoy that sport to perfection he should remember that launching a vessel off the stocks all a-taunto does not contribute her as fit as she may be rendered by a little self denial at the first; very many start away at once even before the chips and shavings are got properly rid of, and I have known instances of yachtsmen taking whole gangs of painters and cabinet makers away in a cruise with them, so impatient were they to see their pet under canvas. It is just such impatience as this that very often spoils a vessel, by giving that occasion for a hurried fit out and careless finish that once indulged in is almost safe to distinguish future proceedings; there are many things that require some few days quiet work at moorings to complete properly, and that undue haste should not interfere with.—I will even say that eight days or a fortnight might be spent at

moorings with what benefit I shall endeavour to show ; there is not any one point to which a yachtsman requires to pay more attention than in the stretching of his new sails, and the best way to accomplish this successfully is to do it at moorings ; if a vessel is got under weigh, with new canvas just bent and set, the chances are ten to one that they are completely spoiled unless under very careful management. Now, if on the contrary, they are hoisted at moorings and allowed to blow and flap about without any weight of wind being allowed to press upon them, if they are well cut and proportioned sails the delay will amply repay ; they will stretch gradually and evenly ; seam sewing, roping, and canvas each to the extent designed, and thus that great perfection—flat standing canvas will be secured ; the reason of this will be obvious, for the severe strains that must be brought to bear on new sails that have not been thus stretched previous to use, causes them to do so unequally, parts being wrenched and strained to make them sit flat before their time, and consequently when the canvas and roping begin to give out in due time, not all the tackles or tacks in the world will take the slack canvas thus induced out again, and which forms the unsightly, and injurious bags or bellies to sails that render them almost useless ; whilst this stretching of the sails was taking place a yachtsman might make himself well acquainted with the following details ; it will be presumed that as the vessel progressed in her rigging he had carefully studied the fitting of both running and standing gear, the parcelling, marling, serving and seizing operations ; splicing in blocks, the manner in which the peak, main, fore, jib and topsail halyards were fitted and rove ; how the main sheet, jib, fore, and topsail sheets were fitted and rove ; how the topmast shrouds, signal halyards, heelrope of the topmast, fid, &c., were fitted and worked ; and the bowsprit standing and running gear should likewise receive minute attention : it is particularly worthy of note that simple as the reeving of any part of the running gear may appear to be when in its place ; yet to unreeve it and then replace it again becomes a little puzzling ; unreeving and reeving therefore should be practised with both main and peak halyards ; with the runner falls, the bowsprit shroud tackles, the main sheet, the jib halyards and topsail halyards, the topsail sheet, &c. Once the yachtsman has mastered these a very important knowledge is gained at the outset. Now an apparently very simple operation is that of belaying a rope on a cleat, pin-rack, or timber head, and yet this may well

form the subject of an entire lesson to be well studied and practised, for a slippery turn of a rope, so carelessly or imperfectly done as to cause it to render or give up, might at times involve serious consequences ; to adduce however a familiar instance, there is nothing requires more attentive looking after than the jib ; if the halyards are of hemp or Manilla instead of galvanized chain, they stretch and give up more or less, and the luff of the jib becomes as it is termed, all in a bight ; this must be remedied by a pull on the jib-purchase, for unless the jib has a taut luff when a vessel is close hauled it might as well be off the bowsprit altogether : now it takes a good steady sea drag of all hands to set up the jib with full way on the vessel, or otherwise it involves her being luffed up in the wind, and the jib kept shaking ; nothing can be more annoying than when this operation has been completed to find that by the fall being belayed in a careless or insufficient manner away flies up the purchase tackle again, and the jib has to be set up anew : more serious would it be with the main or peak halyards, when the mainsail might come down by the run at a time when all its benefit was required to keep the vessel up to windward, perhaps in beating off a lee shore, or what would be excessively awkward indeed—when beating through a crowded anchorage.

There are sundry other matters connected with the rigging and gear, such as bending two ropes ends together, forming running and standing bowline knots, bending a rope on a spar, making fast a hawser or hawling line to a ring, splicing, &c., to which I have referred in detail in former chapters, and which can be made to occupy the time profitably whilst the new sails are getting fair play ; it is during this time that excellent practice can be had in bending, shifting and making sail, and I question much if for this purpose alone the time would not be well devoted. There is no ranch of yachting that yachtsmen are more deficient in than the handling of sails ; so therefore at this particular time the bending of the mainsail, seizing it to the mast hoops, reeving, hauling out and making fast the head and clew earings, bolting the throat or nock, and all the operations in handling this important sail can be well studied and practised ; then seizing the foresail to the hanks on the stay ; setting, shifting and taking in a jib ; setting and shifting topsail, getting the latter from the lee to the weather side, and bending and setting storm canvas, will not only make a yachtsman conversant with all that is important for him to become practically acquainted with, but at the same

time new gear and sails will be brought into admirable working order, and by the time everything is properly ready for going to sea, the yachtsman will be enabled to do so with perfect confidence in himself and his vessel.

A YACHTING CRUISE IN THE BALTIC. *

WE hail with sincere pleasure another accession to our Yachting literature, and one that will be received with that welcome which it merits fully entitle it to; we have seldom perused a volume with greater interest than that before us, for irrespective of the nautical treat afforded, there is an amount of information upon various subjects conveyed, in a clear concise and readable form, and a facility of description evinced that arrests attention and carries the reader almost personally with the author throughout the various scenes he so ably describes.

Mr. S. R. Graves, the popular Commodore of the Royal Mersey Yacht Club, following in the wake of Lord Dufferin, Mr. Lamont, Mr. Rathbone, Mr. Brassey, and other distinguished yachtsmen, who have adventured different seas, has given to us his experience of a cruise in the Baltic during the summer of 1862, in his gallant little schooner the "Ierne," and in doing so not only renders his brother yachtsmen good service by acting as their pilot to that but little frequented cruising ground, but the general reader has not been overlooked, and the institutions, manners, scenery, and peculiarities of Denmark, Sweden, Norway and Russia, are treated upon in an easy and graphic manner, that cannot fail to attract, amuse, and practically instruct; in fact the unpretending title "A Yachting Cruise in the Baltic," does not do adequate justice to the amount of sound common sense information contained in the book, nor to the care, truthful impartiality, cool investigation, and persevering determination, which the gallant Commodore has evidently devoted and brought to bear upon his subject: to the man of science, the traveller, the sailor, or the health seeker, this volume will, we have no doubt, prove one of standard reference, the statician may consult it with equal advantage upon naval, military, or civil details, whilst the merchant and the manufacturer will find subject matter detailed in that plain unvarnished language that a man of business most appreciates.

A thorough yachtsman, a practical citizen, and a man of cultivated taste, Commodore Graves has produced a work that redounds to his credit,

* London:—Longman, Green, and Co.

illustrating the force of character, judgment, and consistency that has distinguished him hitherto in the several important positions he has filled in Liverpool, and that will tend further to elevate that noblest of our national sports of which he is such an enthusiastic supporter, and so accomplished a proficient in, namely that of Yachting.

Commodore Graves was particularly fortunate in the association of such a *compagnon du voyage*, as the talented, genial, professor Haughton ; many a time have we heard the halls of "Ould" Trinity ring, when his quaint joke, or racy anecdote, pointed a moral, or adorned—not a tale—but a sound honest and far from monotonous lecture ;—long may you flourish worthy professor, and may you soon have a yacht of your own, with an ever fair wind and prosperous cruises; should that Russian railway ticket official ever venture within the precincts of a building not 100 miles from the Bank of Ireland, Jacky Barrett's admonition will we trust not have been forgotten !

The *Ierne* is a very handsome schooner of 60 tons, built by Fife of Fairlie, for Commodore Graves, and although laden with stores for her Baltic cruise, she raced on both days at the Royal Mersey Yacht Club Regatta on the 24th and 25th June ; she sailed immediately after for Banavie at the entrance of the Caledonian Canal, where the Commodore joined her, and on the 8th of July he commences his cruise to the Baltic ; passing through the Caledonian Canal she took in a Baltic Pilot at Inverness, and sailed from thence to Copenhagen ; on the second day in the North Sea we have a lively description of mackerel reeling, and fishing for cod, in the capture of which the learned professor played no mean part.

" 'This is no joke; how he pulls !' cried our excited friend, as two thirds of the line came up. 'I declare there is no end to this line!—why there are two of them!' And sure enough there were; two hands with gaffs were soon at his side, and in a few seconds more two magnificent cod fish were landed on deck.

" 'Hurrah ! for the deep sea line !' said our learned friend, as he extracted the hooks from the monsters. 'This is sport, let who will gainsay it !' "

As a specimen of the Commodore's descriptive powers we extract the following :—

" 'There is always a nasty sea here,' said our pilot 'especially after a change of wind. Yesterday's breeze has driven the water out of the Kattegat ; and to day's westerly gale meets it here and drives it back again ; but we shall smoothen the water when we get round.'

" 'Look out for a poop !' cried the Commodore, 'here is a heavy one coming up ;' and sure enough, there, close astern, was a huge wave of green unbroken water rolling up evidently bent on overtaking us. The helmsman takes a tighter grip of the tiller rope, we run forward and watch the monster

raise its curling head preparing to fall on us ; but the saucy " Ierne," as if aware of her danger, slips down the vale of waters ; and the angry waves, balked of its prey, bursts into foam, and with a boiling, hissing noise, rushed harmlessly past."

" 'That must have been fifteen feet high,' remarked the Skipper.

" 'Nothing of the sort,' said the Doctor, who now began to be regarded as an authority on board 'only seven ; it is quite a delusion to suppose waves in the Skagerack could reach such a height. In the South Atlantic Ocean, seas never exceed forty feet from crest to trough, and thirty two feet off Cape Horn ; and in our little herring ponds they never reach nine feet in height.' "

Arrived at Copenhagen the Commodore enters into a very interesting description of the capital of Denmark, which recent happy events in our Royal Family will cause to be read with great interest ; he was present at the King of Sweden's visit to the King of Denmark, and thus describes his impressions on first seeing the Princess Alexandra.

"A crowd outside the palace of Prince Ferdinand induced us to cross over, and in an open window over the entrance gate stood four young ladies; the likeness of the eldest to a photograph we had purchased the day previous struck us ; we enquired if she was not the Princess Alexandra, and found it was so. We had heard much of the fine qualities displayed by this youthful Princess ; her goodness at least and amiability made her beloved by all, and formed the subject of constant conversation amongst all classes we came in contact with ; her bright beaming look, high bearing, and graceful figure, of middle size, made a most favourable impression, confirming all we had heard ; as we watched her, we could not help hoping that Providence might have ordained that the happy looking girl now before us might yet become the Queen of England."

Gothland and Stockholm were next visited ; at the latter the Commodore meets Prince Oscar of Sweden, and our own sailor Prince Alfred, who had arrived in the *St. George*, accompanied by the Channel Squadron, *en route* to visit the Emperor of Russia at St. Petersburg ;—he receives much attention from Prince Oscar, who is a member of the Royal Mersey Yacht Club, and visits all the objects of interest ;—the following will interest our readers.

"Moored in a line close to us, about a cable's length apart, lay the yachts of the Royal Yacht Club of Sweden, about twenty in number ; Prince Oscar is the Commodore of the club, and takes a lively interest in its welfare ; the yachts are small, ranging from five to thirty tons ; notwithstanding which, one of them, a craft of fifteen tons, had left for England a short time since, and we could not help wishing her and her hardy owner a successful cruise."

As an instance of the sailor like good, nature of Prince Alfred we extract the following from the Commodore's log :—

"Off Waxholm we were hailed by a number of persons on shore, anxious

to get to town, who supposed the boat to be an ordinary passenger steamer. We were in a hurry to get up to keep the appointment with Prince Oscar, notwithstanding which, the Prince, with much good nature, desired that they might be all taken on board, as he thought 'the more the merrier,' his wish was instantly complied with, and there was a rush into the little hotel, and then, laden with carpet-bags, portmanteaus, and baskets, some four-and-twenty passengers flocked into the steamer, till she was quite full. No wonder Prince Alfred should be so popular, while he shows such consideration for those around him, he seemed perfectly happy at this accession to our party."

As the time came for the departure of the Commodore for St. Petersburg, he thus describes the circumstances under which he proceeded there.

"Prince Alfred also suggested that we should go in the "Ierne", in Company with the "St. George," and that the ship would tow us if the wind was foul, as well as the yacht "Freak," which had started from the Downs with them—the owner, Mr. R. being a friend of Captain E.'s, and having a son an officer on board the "St. George."

"The next morning at daylight, the "Ierne" is under the port quarter of the "St. George," Prince Alfred is on duty, superintending the paying out of a hawser to us, which we pass round the windlass, and take the end to the fore-mast; the "Freak" is on her starboard quarter, at seven o'clock we are under weigh; at noon the pilot leaves us; the "St. George" turns ahead, full speed, and we steam along, with little or no strain on our tow rope, eight knots an hour. It is the Prince's birthday, but there are to be no salutes, and except for the signal made to the "Chanticleer" to serve out a double allowance of grog, there was nothing to distinguish the day from an ordinary one. The stern windows of the Midshipmen's room are open, and conspicuous among the youngsters is one evidently the life and soul of that happy group, who had taken his seat on the projecting port, he lowers into the sea a basket attached to a fishing line, and pays it out alongside; we hook it on board, and find enclosed, in an official looking envelope of huge dimensions, the programme of music to be played by the band in the afternoon. We replace it with a bottle of our best Swedish punch, addressed, 'The Midshipmen of the "St. George" in honor of the day,' and heave it overboard; the basket is carefully hauled in, for the line is small and the sea heavy; three cheers announce its safe arrival. After some time the basket is again slacked alongside, containing a portion of the Midshipmen's allowance of "Navy," for the crew of the "Ierne" to drink the Prince's health—a compliment which is loyally acknowledged by the men, who send back in exchange some excellent kippered mackerel. Thus the day wears on in interchange of civilities, at length the boatswain's whistle breaks in on the amusements, the Commander, no doubt, thinks they have had play enough, and that a little work could do them no harm—they are piped aloft, to lower the mizen top-gallant and royal yards; the port

are quickly vacated, and the middies are seen running up the rattlins; with the aid of our glasses we distinguish, amongst those first aloft, the Prince, standing on the cross-trees in true working trim; the yards are soon topped and lowered on deck, then hoisted and re-crossed, this is repeated several times, the lifts and braces are hauled taut for the last time, and the middies are piped down. 'No drawing-room training there—no royal road to learning!'

For the excellent matter contained relative to the different cities and places visited, we must refer our readers, to the book itself; it is beautifully illustrated, and the two sketches of the Race off the Skaw.—“Eleven knots sir!” and Off Sandham—“Haul down the jack!” are two of the most spirited and truthful sketches of yachting adventure we have seen for a very long time. The Commodore determined that the Burgee of the Royal Merseys should be shown at St. Petersburg, so hiring a steam tug he has the gallant little “Ierne” towed up the Neva, where she is brought to anchor off the English Quay, and close up to the Nikoliefski Most, or Nicholas Bridge. The great sights of St. Petersburg next engage his attention and his pen, and continuing his journey to Moscow, the interest is not allowed to flag for a moment. In taking leave of the work we cordially bear testimony to the information and amusement we have derived from it, and have no doubt it will be found in the libraries of all our clubs and on board every yacht.

RANELAGH YACHT CLUB MATCH.

ON Tuesday, May 12th, this rapidly rising club—commenced the racing season on the Thames, thus taking the place of pioneer, which the Prince of Wales Club, held for many years. The Ranelagh which began its career 1854, by a few gentlemen living in Chelsea and its vicinity, was shortly after its opening opposed by a club started under the name of “The Anglesey,” whose principal officer was the second secretary of the Prince of Wales Club, which after a brief existence closed, and then the “Wellington” started, under the auspices of the present Duke, but like its predecessor soon broke adrift—leaving the Ranelagh sole sovereign of the waters between Battersea and Wandsworth, where it continued to hold its matches until the monster railway impeded the river for sailing, by the construction of iron bridges, therefore the club was constrained to take fresh water, or abandon aquatics altogether. The great accession of members vetoed the latter and determined to try the racing powers of the craft below the bridges, which has proved successful—and if the members will only keep unani-

mously in view the strict principles of yachting, the club will become one of the best schools in which the tyro can learn aquatics; but a truce to this digression; we commenced by stating that the first match was sailed this year on the 12th May, when the Naiad steamer, commanded by Capt. Wheeler, (so well known and respected by yachtsmen), was chartered to accommodate the members and their friends, of whom a very good muster appeared.

The prizes offered were :—For the first vessel, a handsome cup and cover value 12 guineas, presented by the Commodore (Col. Evelyn, of the *Le Reve*), and for the second vessel, a silver cup, value 6 guineas, presented by the Treasurer, (Mr. Lenthall). A quarter of a minute per ton allowed for difference of tonnage.

The course was from North Woolwich to Rosherville, and back to Erith, yachts with moveable keels to sail with them fixed.—The following started :—

Numbered as in Hunt's Yacht List for 1863.

No.	Yachts	Rig.	Tons	Owners
736	Novice	cutter	6	J. Gardener, jun., Esq.
	Nikomi	cutter	6	Dr. Fuller
1240	Vision	cutter	8	G. Harrison, Esq.
8	Ærolite	cutter	8	J. P. Dormay, Esq.
538	Jessica	cutter	9	G. W. Charlwood, Esq.

The weather, which had been very fine previously, was on the morning of the match, very disagreeable—attended with much rain, with a strong wind from S.W. The Vice Commodore, Ingram Pick, Esq., was the chief in command that day, and under his direction the gun to prepare was fired at 12h. 50m., and contrary to usual custom the second and a third gun were fired in less than three minutes of the first; the cause of this was attributed to the Jessica not arriving in sufficient time to take her place in line with the others, and in consequence of her dragging. The vessels had to weigh and start from their own anchors, with their head pointing up the river. The Novice was the first canvassed and canted; the Jessica and Nikomi, however, had the lead, after the start, and when all were away Jessica showed her stern to her rivals, followed by Nikomi, Novice, Ærolite, and Vision last. In Gallions Reach the Jessica was leading considerably when she hoisted a square sail, but the wind being fresh it was more than she could carry and it was doused again in the next Reach. The Novice lost her position, and was passed in succession by the rest—and when nearing Barking Creek the Jessica was leading by about fifty or sixty yards, the Vision being second,

Ærolite and Nikomi together ; here the Vision began to draw on the Jessica, but there was no material change until fairly in the Reach, when Vision challenged Jessica for first place, and became the leading vessel—the wind was very strong at this time; the Vision and Ærolite were sailing with two reefs, Jessica one, and the Nikomi and Novice with wholesail. The Vision now having the lead began to show her qualities and soon led by fifty or sixty yards. As they neared Rainham the wind was S.W., and blew nearly half a gale. The Vision seemed to fancy this extra hand at the bellows for she ploughed along merrily, with the Jessica, (which was equally well handled) close in her wake, the water breaking over the taffrail as each vessel careened to the breeze. Nikomi still retained her lead of the Ærolite, while the little Novice, also travelled along gallantly in the rear,—ever and anon making a spurt on her rivals, and the three were making great tracks on the Jessica. The Ærolite at length passed the Nikomi and came nearly beam and beam with Jessica, but could not effect the pass.

Entering Erith Reach the Vision was leading considerably, Jessica next, about eighty yards a-head of Ærolite, Nikomi and Novice well up, the former leading to windward near Ærolite. The Jessica managed to keep second place until nearing Erith pier, when her persevering opponent Ærolite who would not be satisfied with her third position again gallantly challenged her and this time with success. This was a new vessel and her maiden race, and as her crew got used to her great expectations were raised of being yet the first winner. The wind at this time was very strong and as they entered the Rands the Jessica encountered another rival in the Nikomi, who, racing alongside, made an effort to get the weathergage of her. But this was considered so impertinent by Jessica, and she luffed just sufficient to frustrate the attempt. Half through the Rands the Nikomi made another rush, but with the same success—the Jessica being determined not to suffer any vessel to lessen her position in the race. Meanwhile the Ærolite placed a wider gap between herself and Jessica—the Vision also increased her lead in long Reach, was half a mile ahead. Half way through St. Clement's the Jessica, Nikomi and Novice were all together, and so continued to the rounding off Rosherville which was done as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Vision.....	2	23	40	Jessica.....	2	30	30	Novice.....	2	30	38
Ærolite	2	26	30	Nikomi	2	30	37				

There was some pretty manœuvring in the rounding—the Novice here spurted up to Nikomi, and pushed in between her and the steamer, slightly countering, but no protests or ill feeling was shown on the

latter's part—the return voyage was made quicker than the outward—and no change took place, the goal being reached thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Vision.....	3	41	40	Jessica.....	3	56	30	Novice	3	57	40
Ærolite	3	48	30	Nikomi	3	57	15				

Between the last three vessels it was a very near thing, and caused some surprise among those who had booked the *Jessica* for a place.

The *Vision* of course received the first prize, and the *Ærolite* the second, which were presented to the respective parties by the Vice-commodore.

The *Ærolite* is a new vessel built at Wandsworth, and is a great acquisition to our fleet of small craft.

The *Nikomi* is another new vessel built at Shoreham, and will give some trouble to the *Violet* to beat if they should ever meet.

The *Jessica* is well known from our frequent mention of her—she was designed by Mr. Waterman, for the *Liverpool* Yacht Club Commodore, Mr. J. Clarke.

The *Novice* made her appearance last year as the *Lurline*, and won the 15 guinea prize in the Ranelagh match.

The *Vision* was formerly the property of C. H. Coddington, Esq. of *Liverpool*, and won several prizes in the *Birkenhead* and *Mersey* Clubs. She will be rather a dangerous rival to the champion of the *Thames* (the *Bessie*,) and when they meet will no doubt create much speculation among those who bet on yacht matches.

ROYAL LONDON YACHT CLUB MATCHES.

THE racing season of this club commenced on the 27th of May, and the *Queen* steamer, was chartered for the occasion ; the fineness of the morning induced a numerous attendance, whose every comfort and convenience was well cared for by the officials. The worthy commodore (A. Arcedeckne, Esq.) presiding over the arrangements with his usual kind and agreeable attention.

The prizes offered were, for first-class—exceeding 25 tons, a silver gilt tankard, very beautifully (although not characteristically) ornamented in frosted silver, of the value of 70 guineas, and 10 sovs. cash. For the second-class, a jug of same material, and similarly ornamented, of the value of 30 sovs. with 10 sovs. for second vessel, these brought the following vessels to their starting buoys off *Erith* :—

Numbered as in Hunt's Yacht List for 1863.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
806	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.
193	Crusader	cutter	30	J. Sladen, Esq.	Fife
39	Amazon	cutter	46	M. F. Smith, Esq.	Harvey
827	Queen	cutter	39	Captain Whitbread	Wanhill
58	Audax	cutter	62	J. H. Johnson, Esq.	Harvey
SECOND CLASS.					
402	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
1083	Vampire	cutter	20	Captain Commerell	Hatcher
20	Alexandra	cutter	15	G. Harrison, Esq.	Iron Ship Co.

Great interest was shown by the *nauticals* of the company, as out of the list of ten vessels, three (nay we might say four) were new, and this was their maiden race—the craft alluded to were the Phryne, by Hatcher, a very fine working vessel; the Vindex, an iron cutter built by the Millwall Shipbuilding Company, from the lines by Hatcher; the Alexandra, another yacht by the same company of steel plates; the fourth was our old friend Audax, which had been entirely rebuilt by Harvey, and great expectations were formed by those interested in her performance, and we regret to add, that we fear the result did not prove so satisfactory as the friends of Harvey might desire. The other vessels engaged are well known to our readers, therefore do not require any remarks from us.

On arrival at Erith, the whole fleet, excepting the Crusader was found at their moorings, she being unable from stress of weather to get round. The Phryne had the southernmost station, nearest the Kent shore; the wind, very light, variable,—from W. N. W. to N. W., and when the starting gun fired at 11h. 23m. it was scarcely sufficient to assist them. The Phosphorus occupying the next station to Phryne and in the bight so as to be nearly out of the tide turned nearly a broadside. The crews were very alert with their sails, and the Queen of the first-class was first covered, and took the lead; as she had an excellent berth in the strength of the tide she made very good way down the Rands passing first into Long Reach.—The Audax although slow at starting picked her way, and was second vessel round the point, followed by Phosphorus and Vindex nearly beam and beam, but some 40 or 50 yards astern of the two named—then Phryne with Amazon, (which by-the-by was sluggish at starting) in the rear.

The smaller fry were moored below the larger, and Folly, like a true veteran was very expert, and took the lead—but the Alexandra shortly wrested it from her and led the whole fleet. Phosphorus had obtained

the lead of their class shortly after entering the Reach, but the little *Alexandra* seemed to bid her defiance, and the breeze being more favorable from about S. W. the little one careered along. Various changes took place with the large class in this Reach, the *Vindex* brought up a good breeze and above Stone Ness was leading, followed by *Phosphorus* second, *Phryne* third, *Audax* fourth, *Amazon* and *Queen* next, but in rounding the point the *Phryne* took a wide course and getting into the strength of the tide, with a fine fresh breeze, ploughed ahead of her rivals, and looked well to leave them considerably behind ; they had to jibe two or three times in St. Clements, and the wind being stronger and more westing they made several changes—*Vindex* taking the lead again with *Phryne* close up, *Audax*, *Phosphorus*, *Alexandra*, (first of her class) all in a ruck; with *Amazon*, *Queen*, *Vampire*, and *Folly*, in another division altogether.

In Northfleet Hope, *Phryne* had the lead again, *Vindex* being second, *Audax* third, *Phosphorus* fourth, in line about 50 or 60 yards between each ; the *Alexandra* fifth—bringing up the tail of the breeze. After some time *Audax* challenged *Vindex* for second place, which having obtained crept up to *Phryne*, and tried to pass her to windward ; but not succeeding dropped to leeward with the same kind intention ; and whilst they were engaged in the contest the *Phosphorus* quietly drew up to windward of the pair, in this order they entered Gravesend Reach, and when off Rosherville the *Phosphorus* was leading; *Vindex* second, *Phryne* third, *Audax* fourth, with *Alexandra* fifth, who seemed entirely to ignore her class, and attach herself to the first. The *Folly*, *Queen*, *Vampire* and *Amazon* kept aloof and considerably in the rear. The wind was very light, and various changes took place until reaching the Mucking Light, when the *Phryne* once more had the lead.

The impossibility of reaching the Nore being evident, preparations were made to bring up the steamer for rounding, and for that purpose she forged ahead till within about a mile and a half of the Chapman, when the anchor was let go, and the guns fired to announce that fact to the competitors. Notwithstanding this the *Phryne* which had a good lead still kept her course, and it was not until repeatedly hailed that she prepared to round—the *Audax* and *Vindex* at this time were a short distance astern of her, and speedily becoming aware of the alteration of distance before passing abreast of steamer—were in a better position than *Phryne*, and as will be seen by the time very nearly cut her off.

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Phryne</i>	2	27	0	<i>Phosphorus</i>	2	31	31	<i>Queen</i>	2	40	45
<i>Vindex</i>	2	27	11	<i>Alexandra</i>	2	33	20	<i>Vampire</i>	2	41	30
<i>Audax</i>	2	27	12	<i>Folly</i>	2	40	30	<i>Amazon</i>	2	41	30

This was an unfortunate affair for *Phryne*, for she took a few minutes

by standing on which would have been servicable to her at the finish. The second division consisting of Queen, Folly, Vampire, and Amazon, presented a very pleasing sight as they all came on together in a body—the Queen being rather in advance was expected to round first, but the Folly slipped in before her, making one of the smartest rounds on record, and nearly coming to grief, for her temerity as the bowsprit of the Queen overhung her taffrail. The Audax was first in trim after rounding, and soon took the lead. The Phryne met with an accident—the breaking apparently of her bobstay fall, which considerably delayed her. Some of the vessels changed their topsails before rounding, but Vindex carried all on, and in working back it was anything but servicable to her at times. The return gave the crews plenty of work, and they fully deserved the praise awarded them.

Abreast the Mucking Light Phryne went into first place, being closely attended by the Audax, who had been overhauled by the Vindex ; Phosphorus about a quarter of a mile astern, halfway into the Hope, the Audax challenged her leader, the Phryne, and attempted to pass her, but Phryne luffed up. This occurred several times, and whilst they were hampering each other the Vindex stood right on, making a longer tack, and came out ahead of both ; the Phosphorus also drew upon them, and the Audax found that the only result attained by her endeavours to wrest the lead was that she was thrown off her wind, and she presently fell fourth. At Coal House Point she shifted her topsail for a smaller one, but made no headway, and all were now intent watching the Vindex and Phryne. The former of these had obtained a lead of quite half a mile, but when the Phryne had shaken off the Audax she began to bowl along at a rapid rate, and had gained considerably on her rival at East Tilbury. Board after board the distance between them became shorter, but both were sailed well, and there is no saying what a good working topsail on the Vindex might have done. At length, opposite Northfleet, the Phryne, by making longer boards, gained very fast, but the slack water on the Essex shore compelled her to go about sooner than she would otherwise have done, and Vindex was safe again for a little while. It was now a rapid succession of short boards on the part of the Vindex to keep her lead, as Phryne had only to allow her five minutes, and this waste of time brought the Phosphorus down on them. The Vindex now led by about 150 yards, Phosphorus 100 yards astern of the Phryne, bringing all the strength of the tide with her ; Audax a quarter of a mile astern ; while we sighted the Queen half a mile behind her ; the same gap between her and the Amazon ; the small fry a long way astern, Vampire seeming to have the lead.

They got the wind dead in their teeth entering St. Clement's, and the stiffer the work the better the Phryne liked it, for it now only became a question of time between her and the Vindex, as she was already abreast of her, making several unsuccessful attempts to draw in front. At length they stood over to the Essex side by side on the port tack, when the Vindex compelled her opponent to come about while on the starboard. A protest was instantly seen flying from the peak of the Phryne, and it having been answered by the Commodore, they kept tack and tack till they entered Long Reach, when the Phryne stood over longer than the Vindex, and catching a more southerly puff, went through her lee—the height of her ambition being at length obtained, although too late for her to save her time. The Phosphorus then challenged the Vindex, and there was some pretty play between them, but the Vindex held her own, and the match finished as under, the little Folly, as will be seen, having passed the Alexandra, which boat rounded at Hole Haven over seven minutes ahead of her, and nearly won without claiming her time allowance from the Vampire. The finishing time was:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	5	23	40	Audax	5	32	10	Vampire... ..	5	49	37
Vindex	5	26	0	Amazon	5	35	45	Folly	5	49	50
Phosphorus.....	5	27	20	Queen	5	39	55	Alexandra	5	50	52

The Vindex, having to receive 5min. time allowance from the Phryne, consequently won the first prize in her class by 2min. 40sec. ; and the Phosphorus, having to receive 2½min. from the Phryne, lost the second prize by 1min. 10sec. In the second class both vessels saved their time on the Vampire. She had to allow the Folly 4min., consequently the Southampton clipper won by 3min. 47sec. ; and the Alexandra, having to receive 2½min., won second prize by half that time. But we are anticipating. The protest had now to be considered, and the complaint of Seddon (that the Vindex compelled him to go about and lose his wind, in order to avoid fouling and sinking her), and Mr. Duncan's answer having been heard, the protest was dismissed as invalid, the fact of the Vindex putting her helm down being unavoidable, and the prizes were awarded as above.

ROYAL THAMES YACHT CLUB MATCH.

On Thursday, 28th May, the first match of the season came off, and very nearly the same vessels as engaged in the Royal London first-class match of the previous day entered for this. And it was generally thought that the chance of a better wind would give a better oppor-

tunity to judge the merits of the new vessels. There can be no doubt that the Vindex and Phryne are an excellent match, but it becomes a matter of great doubt whether the former could hold her own against her more powerful rival, if both were favoured with the same "moving power." We may take for granted that the greatest attention had been paid to each, in their preparation. The careful handling of them was a convincing proof that their respective crews were first-class; and their next appearance together in the same match will be looked to with great interest. The wind on this day was unfortunately light, and many yachtsmen, who come annually from Ireland, Liverpool, and other parts (present each day) were, in a great measure, disappointed.

The prizes were for the first vessel, plate to the value of 100 sovs.; and to second (if four started) plate to the value of 50 sovs. Half-minute per ton for difference of tonnage allowed. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.
154	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
807	Phryne	cutter	56	T. Seddon, Esq.	Hatcher
30	Amazon	cutter	46	H. F. Smith, Esq.	Harvey
827	Queen	cutter	39	Capt. Whitbread	Wanhill
806	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
58	Audax.....	cutter	62	J. H. Johnson, Esq.	Harvey

The whole started excepting Amazon. The course was from Erith to the Nore, and back. The steamer (Prince of Wales, Capt. Williams,) left Adelaide Wharf about 10h. 30m., with a very good company on board, who were enlivened during the day by the band of the Second Life Guards, and on arrival at Erith the vessels were found lying ready at their moorings. Vindex had No. 1 on the southern shore, and the others as ranged above—the Audax in her old station to the northward. The usual ground was occupied, namely, in a line with Erith church. Alfred Cox, Esq., officiated as President of the day, and everything passed off with the greatest pleasure. The starting gun was fired at 11h. 28m., wind light from W.S.W. Vindex and Queen were the first to set headsails, Christabel next, the others pretty well together. The Phryne was the first to set her mainsail, Vindex second, Christabel next; but the greatest alacrity was displayed on board the Phryne, which, although the largest but one, was first thoroughly in trim. Previously to starting, the Christabel had held on her spring hauled taut, so as to sheer clear of the Phryne, and consequently she got a lead; Vindex, Phryne, and Queen altogether. When they

had swung well, the Vindex set her topsail, being the first to do so, Phosphorus following her example ; then the Christabel, Audax, Queen, and Phryne in close order. All were ballooners, but those hoisted by the Audax and Phryne were particularly fine ones, especially that on the Audax. It was a running wind right down, and as they all stood out in close proximity with every stitch of canvas set the sight was very fine. When they had well canted, and were off, the Phosphorus, drawing out from under the lee of the other vessels, began to take the lead, and soon assumed a commanding position, going at least two feet to the others' one, so that by the time she was off the pier she led by something like 200 yards, the others all of a cluster, with the Audax, who had started last, drawing out well to leeward. The club steamer was eased off Erith, the yachts were, therefore, rounding Cold Harbour Point when the steamer came up with them again. By this time the wind had fallen light, and all were stealing a march on the Phosphorus, whose lead was not worth much as they left the Rands. The Audax was second, thirty or forty yards behind her came the Vindex and Queen abeam ; Christabel and Phryne level, about a length astern, rather more over on the Kent shore. The wind died out round the Point, but the Phosphorus still carried it with her; and was soon walking away in gallant style, while off Purfleet the last five assumed exactly the same position which the six or seven yachts had the day before, all being in a cluster, with the jib-boom of one just showing in front of the other ; and after they had continued so a little way into Long Reach, Christabel went into the second place, while another puff catching the Phosphorus she scudded away so fast as soon to be half a mile in front.

The Christabel, as we have said, was second, but the Audax raced up alongside directly. The changes here were numerous, but unimportant, until a breeze sprang up half a mile above Greenhithe, and the sternmost vessels began to come up to the Phosphorus again ; the Christabel led them nearly fifty or sixty yards, next to her was the Phryne, then the Audax and the Vindex, the Queen last. The wind had become S.W. in Long Reach, but as they opened up St. Clement's it came to S.S.W.; they jibed consequently into this Reach, and a very slow and tedious operation it was off Gray's church. When this had been performed the Phosphorus just led, the Phryne next, then the Audax. At Broadness Point the Phosphorus still led, Vindex and Audax level, Christabel, Queen, and Phryne last. When they had got beyond the Thurrock, and into Northfleet Hope, the Vindex had established herself as second boat, the Phosphorus having again

caught the wind, and maintaining her position well, but the Audax challenged the Vindex again directly, and Phryne came up third, the Queen and Christabel having some pretty play, which lasted all day.

Opposite Northfleet church they again neared the Phosphorus, and entering Gravesend Reach they had to jibe again, the wind westing more. Phryne now came out of the reach, and went right up to the Phosphorus, while the Audax and Vindex were beam and beam immediately astern. Off Tilbury the wind fell light again, and there were more changes, during which the Vindex obtained the lead. Off East Tilbury she was passed in her turn by the Phryne, and the Phosphorus was now third, the Audax fifty yards astern, and the Queen's jib-boom over the Christabel's taffrail, and in these positions they entered the Hope. The Audax, near Mucking, became third, and the Phosphorus consequently fourth. The Phryne meanwhile increased her lead so fast, that off Thames Haven she headed Vindex by three-quarters of a mile, the latter a third of that ahead of Phosphorus, who had drawn on Audax again; and it was worthy of record that from this point right down the Audax and Phosphorus were beam and beam, though wide of each other. In Sea Reach the wind became dead aft, and all went on different jibes, wind W. $\frac{1}{2}$ N.; there was not much of it, however, and off Shell Haven it died away. The first two vessels increased their leads, while the others remained all together. The ebb had now nearly done, so half a mile above the Chapman Head a gun was fired for the yachts to round the steamer, and, running on, the Club vessel anchored off the Light, where the yachts rounded her as under, in exactly the same order, it will be remarked, as the day before:—

	h. m. s.		h. m. s.		h. m. s.
Phryne	2 29 50	Audax	3 8 44	Queen.....	3 10 33
Vindex	3 8 10	Phosphorus ...	3 9 13	Christabel	3 10 46

The Vindex was the first to shift her balloon for a working topsail, and, while doing so, previously to coming round, the Audax and Phosphorus were both down upon her nearly level; in rounding, however, the Audax held her wind, and, coming nearer the steamer, was about before her; the Queen and Christabel also bore down in the same way, Queen making her turn the quickest. The Phosphorus' turn was by far the best made, however, and was done so well that she was loudly cheered. Standing over to the Essex shore, she looked as though she meant mischief, but unfortunately she carried away her topsail-yard directly, which necessarily impeded her, as she had to make a board to the southward, in order to set her fresh topsail while to windward. The wind now settled down pretty full to a point of west, and by north, and conse-

quently they worked the north shore to beyond Hole Haven before they stood over to the southward, beating up the river by means of short boards. The Audax during this time became second; but the Vindex regained her position abreast the middle buoy of the Blyth. Despite the lead the Phryne had obtained, it looked no certainty for her, for she did not seem to turn so well as the day before, and she was no doubt retarded by carrying her large topsail. Off Thames Haven she was hampered very much by some tugs towing a steamer, and this added to her discomfiture; the Vindex, having evidently laid herself out to win the first prize, her sails filling out beautifully, and setting like so many boards. Abreast of the west buoy of the Blyth, the Phryne caught a nice breeze and was still safe. During this time the Phosphorus passed the Audax, sailing beautifully. The Phryne carried the wind with her right into the Hope. They now lay right into Gravesend Reach, the Phryne leading by something like half a mile, but towards the Coal House Buoy the Vindex had gained considerably, and continued to do so, the Phryne not being bettered by having to run through the lee of several large brigs. The Phosphorus, meanwhile, had assumed a threatening attitude, and was taking so good a course and lay so near the wind that she overhauled the Vindex very fast, and in St. Clement's came abreast of her to leeward. It was truly an exciting moment after the Vindex had headed her so long, but the Phosphorus getting into the slack was unable to carry on, and had to make another tack, which entirely destroyed her chance. Fortune favoured one and the other—first the Phryne gained, then the Vindex, the latter being hampered both by the Club steamer and by a number of the yachts in company, many of whom behaved very badly throughout the day. It became apparent, however, that the Vindex must save her time, and the Phosphorus was so well up that it seemed likely she might save her time on the Phryne for second prize. Close to home the Phryne improved her position, but the last few boards she fell off again, and Vindex, turning the flag boat well, won easily, the time being as follows:—

	h. m. s.		h. m. s.		h. m. s.
Phryne.....	6 44 45	Phosphorus.....	6 49 2	Christabel	6 57 30
Vindex.....	6 46 12	Audax	6 54 48	The Queen	6 57 54

The Royal Thames, although measuring the same way as the London, made the Phryne a ton bigger; she had therefore to allow half a minute more to her opponents; the Vindex consequently won the first prize by 4min. 18sec.; and the Phosphorus, having to receive 8 minutes from the Phryne, lost the second prize by 1min. 7sec. J. Downs, of Brightlingsea, sailed the winner.

THE ST. GEORGE'S CHANNEL REGATTAS.

THE aquatic Derby has been sailed, and a finer fleet of racing clippers was never before seen upon the Thames. The day, perhaps, was not all that could have been wished to test their respective merits, but still the results have been such as were anticipated. That a strong breeze and a heavy sea might reverse these results is not at all improbable, for, uncertain as Turf prognostics are, those of the sea are far more so. A doubt hangs in the minds of many yachtsmen who pinned their faith upon another vessel than that which won the consecutive events in the Thames last week, and causes them to look forward with increased interest to the approaching regattas in the St. George's Channel. Without arrogating any superior discrimination to those who witnessed the matches on the 27th and 28th ultimo, we may safely predict that the *Vindex* will prove one of the most formidable antagonists that ever entered the Irish seas. Any one who witnessed her maiden performances must admit this, for whether a match be sailed in half a gale or a partial calm, there must be the essentials in the ship and crew that obtain the judge's *fiat* against such vessels as she defeated. Her appearance on Wednesday and Thursday, May 27 and 28, betokened an amount of careful preparation that left little, if any, essential to success uncared for; in hull, gear, and canvas she was all over a racer, and the manner in which she was handled indicated a master and crew that, even with an inferior vessel, would take a deal of seamanship to beat; that the *Vindex* will meet formidable competitors there cannot be a doubt, and amongst them none more so than the vessels she beat in the Thames. The *Phryne* is a noble ship, and to many eyes appeared the handsomest of the fleet that started in the Thames. We do not know what her previous preparation had been, but, doubtless, her sailing master and crew will understand her better, and that she will be hard to beat again admits not of question. She is possessed of every point considered necessary to obtain great speed and power; running, reaching, and by the wind she gave indications of all these; it will, therefore, not at all surprise us if in a strong steady breeze and average sea she proves the adage that "power must be served!" Of the *Phosphorus* little need be said; her last year's performances speak for themselves; with steady persevering handling she may yet prove all a match for both *Vindex* and *Phryne* in open sea work, and more especially in a strong breeze. The *Vindex* beat the *Phryne* with 2min. 20sec. to spare on Wednesday, and with 3min. 30sec. to spare on Thursday. The *Phosphorus* lost the second prize to the *Phryne* on Wednesday by only 1min. 20sec., and on

Thursday by 1 min. 50 sec. We look to the next meeting of these three vessels, under favourable circumstances of wind and sea, as a treat in sailing that will be worth travelling many a mile of salt water to witness. It was a great triumph for Hatcher to produce three such models, and, with a slashing breeze, the question of superiority will depend much upon the seamanship and skill of the rival crews. We cannot ignore the claims of the Audax, Christabel, and Queen, if they go to the Irish Channel matches; they displayed considerable powers in the run down the river on Thursday, and our old favourite, the Audax, looked uncommonly wicked when turning to windward for a short time after rounding the steamer at the Chapman Head. We were sorry not to see the Marina amongst the competitors in the Thames, as she was under weigh and looked remarkably well; the Whirlwind, too, now the property of that excellent yachtsman Mr. Alfred Cox, was pronounced by many competent judges as one of the most wicked-looking craft afloat. There was another vessel also, the Siren of 48 tons, built this season for Mr. Thomas Groves, jun., by Harvey of Wivenhoe; if any judgment can be formed from appearances she has plenty of sailing in her, and in a fresh breeze will prove a vessel very hard to master. If these latter vessels go round the Land's End, they will very much influence the results of the racing. The settlement of that *vexato questio*—shifting ballast—appears to have given general satisfaction, and will be productive of larger entries at the regattas we now speak of.

The first regatta will be that of the Royal Western Yacht Club of Ireland, which will open the St. George's Channel season at Queenstown on Thursday and Friday, the 18th and 19th of June. On the first day the first prize will be Her Majesty's Cup, open to all yachts belonging to members of royal yacht clubs, of 10 tons and upwards, time allowance per ton half rate of Ackers' sale, and below it half a minute per ton; entrance fee, 6d. per ton. The second prize will be a handsome silver challenge cup, of fifty guineas value, presented by Mr. W. Inman, of Liverpool, to which the committee will add a purse of sovereigns, open to the same classes, and under the same conditions as the Queen's Cup. On the second day will be sailed for a handsome silver cup, value £50, presented by the Right Hon. Sir Robert Peel, Bart., Chief Secretary for Ireland, to which the committee will add a purse of £25, to be sailed for under the same conditions and allowance of time as the previous prizes; entrance fee, 6d. per ton. The course will be the usual one sailed in Cork Bay, starting from moorings laid down opposite the club-house, round the Spit Lighthouse, down through the Man-of-War Roads, round three flag boats placed seawards, and home again;

direct distance, twenty-six nautic miles. Wanhill's new cutter, the *Heroine*, 48 tons, has been purchased by Mr. J. Atkins, late owner of the *Lurline* (now the *Queen*). This vessel, together with the *Sibyl* and *Avalanche*, will be the principal opponents to the English fleet on the station. Fyfe's new cutter, the *Surf*, 55 tons, built for Mr. C. T. Couper, jun., of Glasgow, will sail her maiden race at this regatta: report speaks favourably of her trials; she will be sailed by T. Walker, formerly of the *Æolus* and *Mosquito*, and in such hands we have no doubt she will prove an able champion of the Scottish waters.

At an interval of seven days from the Royal Western meeting will be held that of the Royal Mersey Yacht Club, on Friday and Saturday, the 26th and 27th of June. The distance from Queenstown to Liverpool is 240 nautic miles. The celebrity which the regattas of this club have attained during recent seasons has rendered the Mersey one of the most popular meetings of the season. This year a most tempting programme of prizes, embracing several magnificent silver vases, of the value of 100 guineas each, and also that much prized memento of aquatic prowess, the Lancashire Ladies' Prize, will be thrown open to the various classes of yachts, and the courtesy, hospitality, and desire to promote thorough yachting sport evinced by the officers and members of the club will command one of the largest attendance that has yet been seen in the waters of the Mersey. We have heard from all quarters of the intention of yachtsmen to be present and contend at this regatta, and certainly the energetic and experienced flag officers of the club deserve the fullest meed of praise for their exertions in promoting yachting interests, and merit that support which they will assuredly receive. It is a great pity that the Royal Thames Yacht Club do not arrange their schooner match for an earlier period of the season, so as to enable many fine schooners to accompany the first-class cutters round to the Irish Channel, where many valuable prizes will be offered for their competition, and they could return in time for the southern matches. This year the match in the Thames takes place on the 27th of June, the second day of the Mersey Regatta; surely the match for schooners would form an admirable second day to the first-class cutter match in the Thames, and thus afford the many Channel yachtsmen who attend the latter an additional treat of sailing, which they are now prevented from witnessing, by the time at which it takes place interfering with the arrangements of their own regattas. The course for the Mersey prizes will be the usual one sailed in Liverpool Bay. The recent excellent arrangement of starting, and having the flagship off the landing stage, on the Liverpool side, will be adhered to,

thus giving the townspeople an opportunity of closely witnessing the two most important events in the different matches. A large steamer will accompany the vessels round the course, having on board the officers and members of the club and their friends. The time allowance for difference of tonnage will be three-quarters of a minute per ton up to 25 tons, half minute from 25 to 50 tons, quarter minute from 50 to 75 tons, ten seconds from 75 tons to 120 tons, five seconds from 120 to 150 tons, and no time allowance beyond 150 tons. The rules against shifting ballast will be strictly enforced, according to the following regulation :—" That no ballast or weight be shifted during the match, that no water ballast be allowed, that no bags of shot or other ballast prepared or suitable for the purpose of shifting be allowed to be on board, and a declaration to that effect be signed by the owner or his representative previous to the match ; that all ballast shall be under the platform or in the lockers, and that the platform and lockers shall be sealed down by a person appointed for the occasion by the acting officer of the club ; no more than the usual anchors or chains shall be allowed to be carried during the match."

The Phryne and Phosphorus may properly be said to belong to the port of Liverpool, and to these vessels may be added the Thought and Queen (cutters), and the Snipe and Cecilia (yawls), as the vessels likely to uphold the " Liver ;" the Vindex, Audax, Siren, Marina, Christabel, and Queen (late Lurline), from the Thames fleet ; the Heroine, Sibyl, and Avalanche, from Cork ; the Echo, L'Eclair, Banba, Storm, and possibly the Aura, from Kingstown ; and the Surf and Æolus from the Clyde, are those at present spoken of as likely to form the challenging fleet. Amongst the schooners the Ierne, Ariadne, Sabrina, and Hornet will probably represent the Mersey ; the Circe, Rowena, Anita, and Reverie from the Clyde ; the Amy and Belle from Kingstown ; and the Kingfisher and Gertrude from Cork, are anticipated to contest the laurels of the " two stickers." It is hoped that the Galatea and some of the southern schooners will also be round for this and the other regattas.

Ten days after the Mersey Regatta will be held that of the Royal Northern Yacht Club, on Tuesday and Wednesday the 7th and 8th of July. This will give ample time for the fleet of yachts to proceed from Liverpool to the Clyde, where, in addition to the liberal programme of sport offered, yachtsmen will have an opportunity of enjoying some of the finest scenery in the world. There can be no more splendid cruise than in the Scottish waters, and a more picturesque scene than that of a regatta on the Clyde cannot be witnessed at any other yachting sta-

tion in the United Kingdom. From Liverpool to the Cumbrae Islands, at the entrance of the Clyde, the distance is 173 nautic miles. Yachtsmen will have the harbour of Douglas, Isle of Man, should they wish to visit this beautiful island on their passage; and we would just hint to any of them that may be caught off the Mull of Galloway by a flood tide and with light winds, that there is an excellent stopping place to the eastward of the Mull, just under the lighthouse, where they can comfortably ride out the flood. On Tuesday, the first day, the first prize will be a silver vase, value 100 guineas, presented by Vice-Commodore Richardson, open to cutters of 25 tons and upwards, belonging to members of royal yacht clubs. The second race will be for a purse of 30 sovereigns, for yachts of from 10 to 30 tons. On Wednesday there will be a purse of 100 sovereigns given by the club for schooners and yawls of 30 tons and upwards; a purse of 50 sovereigns for cutters of 25 tons and upwards; and a purse of 20 sovereigns for yachts of from 8 to 20 tons. These prizes will be open to vessels belonging to members of royal yacht clubs. The rule against shifting ballast will be as follows:—"That no ballast or weight be shifted during the match; that no water ballast be allowed; that no bags of shot or other ballast prepared or suitable for shifting be allowed to be on board, and a declaration to that effect be signed by the owner or his representative previous to the match, and countersigned by the owner and his sailing master before receiving the prize; that all ballast shall be under the platform or in lockers, and that the platform and lockers shall be examined by a person appointed for the occasion by the acting officer of the club; no more than the usual anchors or chains shall be allowed to be carried during the match."

Dublin Bay Regatta will follow that of the Clyde, on Wednesday and Thursday, the 15th and 16th of July; seven days intervening between the two events, will enable the yacht fleet to repair damages, and get down south again in good time. The meeting this year will be under the auspices and management of the Royal Irish Yacht Club. The programme embraces many valuable prizes, amongst them a very handsome piece of plate of the value of sixty guineas, presented by the Royal St. George's Yacht Club. From the Cumbrae Islands to Kingstown Harbour the distance is 155 nautic miles. Six days after the Kingstown Regatta will be held the Royal Cork Yacht Club Meeting. An excellent programme of sport will, as usual, be offered by this fine old club, and a rare fleet of clippers will proceed from Kingstown. We are sorry to see that no mention has been made of an Ocean Match between these ports this year; however, that something of the kind will take place we have no doubt, as, if either of the Cork Yacht Clubs do not offer a prize, a

sweepstakes will be made up between the vessels bound for the regatta. The Royal Victoria Yacht Club is now taking the lead in ocean races, and it is to be regretted that the Royal Cork, which initiated them, does not uphold its *prestige*, for they certainly are the finest and most interesting matches that can be sailed, proving both vessels and crews to the fullest extent. The distance from Kingstown to Queenstown is 157 nautic miles. The rule against shifting ballast adopted by the Royal Cork Club is even still more stringent, providing a penalty for infringement. It is as follows :—

“ That no ballast or weight be thrown overboard or shifted during the race ; that no water ballast be allowed ; that no shot bags, or other ballast prepared or suitable for shifting, be allowed to be on board, and that a declaration to that effect be signed by the owner, or his representative, previous to the race, and countersigned by the same person and the sailing master before receiving the prize. That all ballast shall be under the platform, or in the lockers ; and that the platform and lockers shall be examined by such person, and at such times as the committee may appoint ; no more than the usual chains allowed to be carried during the race ; and if it shall be proved before the committee that any part of the above regulations have been evaded or infringed, the master of the yacht, and the yacht while in possession of same owner so evading or infringing, shall be disqualified from sailing at any of our regattas.”

We think the five regattas we have above detailed will afford a month of match sailing tempting enough to any yachtsman, and the courtesy and attention that ever characterise the meetings in the St. George's Channel will induce many of our wandering cruisers to join those already bound for those waters.—VAN.

ROYAL NORTHERN YACHT CLUB.

THE opening cruise of the Royal Northern Yacht Club took place on Thursday, the 21st of May, when a large number of yachts belonging to that Club assembled, by appointment, at their ordinary rendezvous in Gourock Bay, on the Clyde. Many other yachts were attracted to the locality by the occasion, thereby swelling the number to a magnitude which testified unmistakeably to the growing taste for the manly amusement of yachting,—and, not less, to the great advance made, and still being made, in yacht building, on the Clyde. Amongst them were many which, for beauty of lines, sailing qualities, and general completeness,

cannot be surpassed by yachts in any part of the world. It would appear invidious to notice any in particular when all are so admirable. It may not be out of place, however, to refer to a few of those which have been recently launched. First and foremost—the Vice-Commodore's yacht *Circe*, an iron schooner of 150 tons, built for its owner, David Richardson, Esq., of Hartfield, by Messrs. Steele and Son of Greenock, which in every respect does honour to the builders, and may challenge competition for her sailing qualities, perfection of construction, completeness of her interior arrangements, and for the taste of her decorations. The schooner yacht *Reverie*, forty-one tons, built also by Messrs. Steele and Son, for F. Powell, Esq., of Torr Aluim, Dunoon, attracted special and favourable notice. She was launched late in the season of last year, and is pronounced by competent judges likely to prove a decided success. She was, we are informed, built from lines, models, and drawings, designed in a great measure, if not entirely, by her talented owner. The *Surf*, a cutter yacht of apparently about fifty tons, launched this season, was greatly admired. She was built by Fife and Son of Fairlie, and is one of the most beautiful models those celebrated builders have ever turned out. Her sailing qualities have not yet been fairly tested; it is, however, expected she will equal, if not surpass, any yacht turned out by her builders. The schooner yacht *Bedouin*, of forty tons, built also at Fairlie, made a very presentable appearance, but has evidently been designed more for comfort than for speed, having more beam than is usually given by Fife and Son, except under special instructions. Amongst them were many well known yachts, some of them old acquaintances, but still first class craft.

The weather was everything the most enthusiastic yachtsmen could desire,—a dry atmosphere, and a steady breeze. The wind which, during the early part of the morning, was light, gradually increased as the day advanced, and before starting had freshened to a smart breeze from the N.E. At half-past one a gun was fired from the Vice-Commodore's yacht, and signal flags hoisted, for the owners of yacht clubs to go on board to receive instructions. Soon afterwards a second gun was fired, and the yachts of the fleet began to move, that of the Commodore taking the lead, the rest following, each taking up his assigned position, and laying to until the last yacht had taken its place, forming then a well kept line. Immediately after which the *Circe* bore away for Her Majesty's ship *Hogue*, and sailed round her, followed by each yacht in pre-arranged order of precedence. On passing the stern of the *Hogue*, exchanges of courtesies took place, by the dipping of their several flags. The performance was a decided success, each yacht hav-

ing done its part with the most creditable precision. The yachts were again laid to in line as before, when a signal was displayed in the Circe—"for *Rothesay*," and the whole fleet, consisting of seventeen yachts, were put before the wind, each with its full complement of canvas spread, and every sail well filled, presenting a sight the like of which has never probably been witnessed on the Clyde or elsewhere. Onward they bounded with extraordinary fleetness, keeping close company, until the fleet reached *Rothesay*, when some few parted, and returned to the Clyde. The Vice-Commodore's yacht was again laid to in *Rothesay Bay*, and each of the fleet sailed round her, and received information, by signal flags, bound for "*Kyles of Bute*," for which place all bore away.

The scenery in the *Kyles*, even to those who are familiar with it, afforded great pleasure; the weather being fine, it appeared more beautiful than ever. No doubt those on shore, who might witness the peaceful waters studded with sails of snowy whiteness, experienced equal gratification.

When the yachts approached the Narrows off *Burnt Islands*, and rushed through the sluice-like channel, it was a most exciting scene, particularly to those unaccustomed to the navigation of the *Kyles*. On reaching *Black Farland Bay*, off *Tigh-na-bruaich*, each yacht, then fourteen in number, anchored as pre-arranged for the night. The morning was beautifully fine, and a more charming sight than that which presented itself could not well be conceived, the fairy-like scene and equally fairy-like yachts forming a *tout-ensemble* not often witnessed. When the yachts were under weigh, with scarcely a ripple on the waters, the various groupings which chance produced was a sight to be remembered, and would have been to a painter a cause of intense delight. The fleet seemed to drift, rather than sail, towards *Ardlamont Point*, after rounding which, and entering *Loch Fyne*, a gentle movement of the air was perceptible, which gradually increased, as the evening came on, to a considerable breeze. The fleet reached *Ardrishaig*, the destined anchorage for the night, about seven o'clock. When the evening was far advanced, a messenger was sent to each yacht to intimate a change in the "*programme*," and that, instead of proceeding to *Inverary* the following morning, as originally intended, the fleet would sail to *Brodiok Bay*, *Isle of Arran*.

On Saturday morning, at nine o'clock, all were under weigh, with a light breeze, but which shortly subsided into a calm, and continued during the day. Towards evening it freshened, and when off the *Cock of Arran* several yachts bore away for their respective anchorages in the

Clyde. The Vice-Commodore's yacht, the *Reverie*, and a few others, proceeded to Brodick Bay, and on Sunday left for the Clyde, which was reached in the early part of the evening, thus terminating one of the most successful and gratifying cruises ever experienced by the Royal Northern Yacht Club. Too much praise cannot be given to the Vice-Commodore, and those who assisted in the arrangements, for the very able and satisfactory manner in which the whole was conducted.

ON THE PROPOSED NEW RACING REGULATIONS.

THE two last numbers are more than usually interesting, thanks, in a great measure, to "Red with White Maltese Cross." His idea of adding the several racing flags to the yacht list is a very good one. With his code of racing rules there is not much fault to be found, and the sooner it is adopted the better. Some slight alterations and additions I would like, however, to be allowed to suggest, with respect to the following paragraphs, viz. :—

V. Schooners to enter at two-thirds, instead of three-fourths of their tonnage, against cutters.

XII. That each yacht shall have on board during the race the *bonâ fide* owner, who shall be a member of a Royal Yacht Club, and such owner shall be held responsible that the yacht is sailed strictly in accordance with these rules; leaving out the words "or a person acting for him, in all matters under these rules;" or "such person acting for him."

XIII. With respect to this paragraph I think that the time for tonnage should be divided in the following manner, as being, fairer and more conducive of sport, viz. :—

That each yacht of and under 85 tons shall allow, on coming in 30 seconds per ton, as a time allowance to those of inferior tonnage, and that above 85 tons the scale shall be—

36 to 60 tons	...	...	...	25 seconds.
61 to 80 tons	...	...	...	20 seconds.
81 to 100 tons	...	...	...	10 seconds.
101 to 150 tons	...	..	...	5 seconds.
151 to 250 tons	...	...	...	2 seconds.

XV. In this paragraph I would substitute for the words "their head" the word "all."

XVII. In this paragraph I would insert the words "and friends." after the words "hands," as otherwise it is not sufficiently clear.

I would suggest two more paragraphs, viz. :—

XXXIV. That except in cases of sweepstakes the entrance money be returned to the vessels that start.

XXXV. That all yachts be fitted to the satisfaction of three competent persons named by the committee, who shall give a certificate to each yacht ; without which she cannot start.

The proposition of a Subscription Challenge Cup is one which all racing yachtsmen will I feel sure agree to, and I don't doubt but that the builders and others connected with yachting will see the advantage that will arise to themselves, if they subscribe liberally to it. I would recommend the following plan, viz. :—A cup, value £200, to be purchased by a £10 subscription of the yacht builders, sailmakers, outfitters, and others, by which the sum of £200 ought easily to be raised yearly. To this should be added a sweepstakes of £10 each vessel, half forfeit. If the race were held in August, in the Solent, one could get I dare say 30 clippers to start, as the prize would be worth sailing for, irrespective of the chance of becoming champion.

The prizes I would divide thus—

First vessel in, £75

Second vessel in, £25

First vessel by time, £125 and the Challenge Cup.

Second vessel by time, £50

Should the first vessel save her time she would get for

First vessel in, £75

First vessel by time, £125

And the Challenge Cup, £200

£400

The second vessel, if she saved her time, would get

Second vessel in, £25

Second vessel by time, £50

£75

The £25 over would go to pay the expenses of buoys, guns, &c.

Time allowance as mentioned in my scale. Schooners to sail against cutters at two-thirds of their tonnage. The race to be sailed according to the new rules. The course, say the Queen's Course. Should the Challenge Cup not be given every year I should propose that each winner of it receive a silver medal, with the name of the winning yacht and date of race, as commemorative of having been the champion. The Champion Cup, after presentation, to be deposited, until finally won,

at the Jockey Club. On the cup the names all the winners of it, with the dates and names of owners to be engraved. The race to be open to all Royal English yacht clubs and recognised foreign ones.

I have the honour to be, your obedient servant,

A YACHT OWNER.

LIVERPOOL MODEL YACHT CLUB.

This club, which was originated a few months since by C. P. Melly, Esq., for the purpose of encouraging the moral and intellectual recreation of working men, held its first meeting a short time since, when a series of matches, for prizes of various kinds, were sailed for in the large timber float on the west side of Bottle landmarks. The day being fine and regarded by most working men as a general holiday, there was a large attendance of spectators, who thronged the banks surrounding the capacious body of water, and watched apparently with very great interest the contest with the model vessels, many of which were of the most beautiful form, and sailed in fine trim notwithstanding the strong north-westerly wind which was blowing throughout the day.

Before the racing commenced, Mr. Melly assembled the members of the club, and addressing them, said he had very great pleasure in being present to-day on the first meeting of their Model Yacht Club ; and considering the auspicious and splendid weather with which Providence had inaugurated the day, he thought they might look forward to a most auspicious series of meetings in the history of the club. (Hear, hear.) The club had been inaugurated for the moral improvement and genuine happiness of all connected with it and their families also, and he wished them to remember that in the pursuit of all English sports good humour and fair play were to be the order of the day. (Hear.) He then explained the rules which were to guide their proceedings, and informed them his decision as to the result of every race would be final. He regretted that from a family affliction many ladies who otherwise would have been present were prevented from attending, but he hoped on a future occasion it would not be so. This was an interesting event to him, being the anniversary of his birthday, and he certainly could have desired no more interesting and pleasant way of celebrating it than by meeting them as he did now. A lady nearly connected with him was anxious to present him with a model yacht, and she had authorised him to say that she would present £5 to be sailed for by the larger yachts upon condition that the winner should be given up to her. Any owners might enter

yachts of 4 feet 6 inches in measurement, but it should be understood that the winner should be ready to accept £5 as the purchase price of his vessel. He then proposed that they should proceed to business, and he hoped the present fine day would be the herald of a succession of similar happy days. (Three cheers were then given for Mr. Melly.)

To suit the wind the yachts were sailed from one side of the lake nearest the river to the opposite bank ; and as nearly 80 yachts were entered for the various prizes the scene was at one period very animating. The first match was for yachts 2 feet 6 inches in length : first prize, a gold pencil case : second prize, a copy of Burns's poems. There were six entries for this match, some of the models being cutter and others schooner rigged. After a good race the first prize was won by Mr. P. Desaix's Nimrod ; second, Mr. E. Blowers's Lightning ; third Mr. F. Grayson's Lily.

Second-match for 3-foot yachts, for a case of mathematical instruments given by Mr. P. H. Rathbone. This prize is to be twice won in the same year before it becomes the exclusive property of the winner. The club, however yesterday, gave as the first prize a copper kettle and the second a metal teapot. There were twelve entries in this class, but, in consequence of two of the boats fouling, the match will be run for on a future day, and for the same reason the prizes of a silver pencil case and Shakespeare's works, to be competed for by 4-foot yachts, will have again to be sailed for.

The third match, for a silver watch (the gift of Mr. Forget), to be twice won before possessed, was competed for by ten yachts. The club gave also a first prize, a lady's workbox, and second, a copy of Walker's Dictionary. The first prize was won by J. Thomas's Satellite ; second, D. Kyffin's Thought.

The chief prize was the challenge cup, presented by Mr. C. P. Melly, for 4-foot 6-inch boats, to be twice won by the same boat before retained. There were also first and second prizes given by the club. There were 36 entries, and they sailed in divisions of six each. The winners of each division were T. Shimmin's Greyhound, R. Green's Vision, E. Waterson's Flying Scud, J. Fox's Alarm, H. Ashmore's Rover, T. Elliott's Lady of the Lake. These six then sailed for the decisive match, when the Flying Scud carried off the first prize and the Alarm the second.

In consequence of the evening being so far advanced, the £5 competition for the prize boat to be purchased by Mrs. Melly did not take place.

The other prizes were afterwards distributed to the winners by Mr. Melly, to whom a vote of thanks for his kindness was passed, and the proceedings concluded with cheers for the president and cheers for the future prosperity of the club.

DUBLIN BAY SUBSCRIPTION CUP.

THE first heat of the race for the Dublin Bay Subscription Cup was sailed on May 27th, having been postponed from the previous week in consequence of the severe easterly gale and the heavy sea which was running. This cup originated in the desire of several yacht owners belonging to the port of Kingstown to get up some matches during the dull season, before regular regattas begin, in which they might ascertain the trim of their vessels, and test the mettle of their crews, before encountering the formidable fleet of clippers which are certain to make their numbers at the Royal Irish Regatta on the 15th and 16th July. The subscription was fixed at 2s. per ton, by which arrangement the larger yachts, who had the best chance, were obliged to bet odds to their smaller brethren, and eight owners at once put down their names. The conditions of the race were settled to be that the prize (a handsome claret jug) should be sailed for on the 20th and 27th May, and 3rd and 10th of June, the winner each day to hold it till beaten, and if a tie occurred the deciding heat to take place on the 9th of September. Course—Round Kish and Bar buoys, 16 miles. To start each day at two o'clock exactly. The new sailing regulations of the Irish Model Yacht Club, prohibiting shot bags or any other kind of shifting ballast, but allowing free discretion to the owners as to sails, number of hands, &c., to be strictly enforced.

The day was lovely, with a nice light breeze from the westward, warm and balmy, a great contrast to the keen blast which has blown for the last fortnight or more, and the sea beautifully smooth; altogether as fine a chance as could be desired for trying the merits of the yachts.

Five only came to their stations, No. 1 being to westward, viz.:—

Numbered as in Hunt's Yacht List for 1863.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
275	Echo	cutter	36	G. Putland, Esq.	Wanhill
73	Banba	cutter	24	W. I. Doherty, Esq.	Marshall
972	Storm	cutter	25	J. Graham, Esq.	Fife
590	L'Eclair.....	cutter	32	J. H. Townsend, Esq.	Wanhill
214	Carina	cutter	12	J. McCurdy, Esq.	Fife

The Bell, quite a new vessel by Inman not having arrived from England, and the Pet and Sappho not being ready, L'Eclair was the favorite, and next to her the Banba, with her allowance of time and the smooth water in her favour. At 2h. 4m. the gun to prepare was fired from the Royal Irish Yacht Club House, by the kind permission of the committee, the

Vice-Comodore having also lent his fine vessel, the *Gitana*, as flagship and at 2h. 9m. the second gun—the signal to set head sails and start.

L'Eclair was first away under balloon-jib and topsail, closely followed by *Banba*, *Echo*, *Storm*, and *Carina*, in the order of their names, the breeze being light from westward. On arriving at the mouth of the harbour they were almost becalmed between two winds, but in a few moments the true breeze came from the southward, so it was "in ballooners" with them all, and a close haul under working canvas to the Kish Light.

L'Eclair was smartest and held her lead, *Echo* bothered with her topsail, but all went away at a cracking pace, the breeze freshening every moment, and the water like glass. About half way to Kish Light-ship, which lies six miles and a half E.S.E. of the pier-head, *L'Eclair* carried away her weather top-mast shroud, which delayed her somewhat, having to sail fine until it was replaced, the flood tide, however, taking her well up.

They rounded the ship, *L'Eclair* first, *Banba* second (well done little one), *Storm* third, *Echo* fourth and the poor little *Carina* last. She was only entered by her spirited owner to help to promote sport, and of course, had no chance whatever, even if quadruple the time were allowed, with the large vessels. It was now a run back of six miles and a half N.W., round North Burford Buoy to East Bar Buoy, and the balloon-jibs and topsails were out like magic. About midway power was served, and *Storm*, with a very handsome topsail, the yard up and down her topmast, and a jack-yard on gaff, walked into the second place, and soon after the *Echo* also passed the *Banba*. From East bar to South bar there was a reach of one mile W. $\frac{1}{2}$ N, and then the balloon sails disappeared, and they beat up under working canvas for the harbour, two miles S. by W. The breeze having increased, the *Banba* lowered her topmast and held a fine wind, but *L'Eclair* albeit she burst the outhaul of her boom-traveller, which delayed her a short time, kept the pride of place, and they arrived between the *Gitana* and Royal Irish Club House as follows :—

	h.	m.	s.		h.	m.	s.
<i>L'Eclair</i>	4	39	45	<i>Echo</i>	4	42	47
<i>Storm</i>	4	41	50	<i>Banba</i>	4	46	5

The last being entitled to 30 seconds time up to 35 tons, and 25 seconds for the ton over, beat both *Storm* and *Echo* for the second place, and was only beaten two minutes and 20 seconds by *L'Eclair*, the closeness of the race showing how much sport may be obtained at almost every port by a little friendly rivalry, and without much expense, as we believe no vessel had extra paid hands, although each had several able and willing Corinthians, chiefly belonging to the Irish Model Yacht Club, which has set an example to many other clubs of much larger pretensions by sailing all their matches with crews formed

from their own members, or from Royal Yacht Clubs. The next heat will take place on the 3rd of June, when it is hoped the other three boats will take part in it, and that the weather may be equally favourable.

L'Eclair will, however, in any weather be a most formidable competitor, especially if there be beating, as she shows herself a most weatherly vessel, and a great credit to Wanhill, her builder.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 7th May, Admiral the Duke of Northumberland, K.G., president of the Society in the chair. There were also present Thomas Baring, Esq., M.P., F.R.S., V.P., Thomas Chapman, Esq., F.R.S., V.P., Admiral Sir William Bowles, K.C.B., T. B. Potter, Esq., V.P., Manchester; Captain Sir Edward Perrott, Bart., V.P., Admiral W. H. Hall, F.R.S., Montague Gore, Esq., Colonel Palmer, High Sheriff of Essex; J. Griffith, Esq., Admiral M'Hardy, A. Botefeur, Esq.; the Dean of Norwich, George Lyall, Esq., M.P., Admiral Gordon, Captain Egerton, R.N., W. H. Harton, Esq., Captain Ward, R.N., Inspector of Life-boats; and Richard Lewis, Esq., the Secretary.

A reward of 11*l.* was voted to the crew of the Seaton Carew life-boat, belonging to the Institution, for putting off, in reply to signals of distress on the night of the 12th ult., and rescuing the crew of seven men from the brig Regalia, of Whitby, which had sunk during stormy weather and in a heavy sea off Seaton Carew. This valuable life-boat had been the means of rescuing the crews of the following wrecked vessels:—Brig Eliza, of Middlesborough, 7; brig Mayflower, of Newcastle, 8; brig Providence, of Shields, 8; barque Robert Watson, of Sunderland, 5; and brig Regalia, of Whitby, 7; making a total of 35 lives saved by that life-boat alone. Its cost was the gift to the Institution of William M'Kerrell Esq. On being informed of the last service of the boat on the 12th ult., Mr. M'Kerrell transmitted to the Institution a contribution of 10*l.*, and, at the same time, stated how very much gratified he was to learn that the life-boat had providentially been the means of saving so many lives from shipwreck, and that those services had been performed without a single accident occurring to her brave crew. The silver medal of the Institution was also voted to Mr. Robert Hood, coxswain of the Seaton Carew life-boat, in testimony of his long and valuable services in that life-boat to save life from wrecks.

A payment of 7*l.* 7*s.* was also made on the Fraserburgh life-boat for going off with the view of rescuing the crew of the ship Genoa, of Liverpool, which during a heavy sea and dense fog had stranded on Rattray Head, near Peterhead, on the night of the 12th ultimo. Before the arrival of the life-boat the vessel's crew had been rescued by other means. The life-boat had to proceed a distance of 15 miles to the site of the wreck, against a heavy

sea and head wind. The cost of this life-boat, which is called the *Havelock*, was also presented to the Institution by Mr. M'Kerrell.

Voted, the silver medal of the Institution and a copy of its vote on parchment, to Mr. Thomas Rowlands and Mr. Geo. Lewis, and 3*l.* to some other men in admiration of their brave services in wading into the surf and rescuing the crew of three men from the sloop *Francis of Cardigan*, which, during a heavy gale of wind and high sea, had sunk on Newport Sands near Fishguard, on the 17th March. Mr. Rowlands and Mr. Lewis had incurred great risk of life in wading into the surf. Mr. John Harries, Receiver of Wrecks at Newport, had also rendered valuable assistance on the occasion. The thanks of the Institution were given to that gentleman.

Voted, the thanks of the Institution, inscribed on vellum, to Mr. William Nicol, Officer of Customs, Appledore, and a reward of 2*l.* to his boat's crew, for putting off with the view of rescuing the crews of two smacks which had stranded on Bideford Bar during squally weather on the 15th March. A heavy sea had struck the salvors' boat and washed overboard one of the crew. While endeavouring to recover him a second sea struck the boat and carried away three of the oars. She was thus completely disabled, and her crew had a very narrow escape of their lives. The crews belonging to the smacks fortunately afterwards succeeded in reaching the shore in safety.

A reward of 2*l.* 19*s.* was likewise granted to five men for wading into the surf and rescuing, at some risk of life, a man who had been capsized from his boat and had got entangled under it in a heavy surf off Great Yarmouth, on the 19th March. It was stated that had it not been for the prompt and valuable services of the salvors the poor man must have perished.

Various other rewards were also voted to the crews of shore-boats and others for saving life from wrecks on our coasts.

During the past month the Institution had sent a new life-boat to Fishguard, in lieu of one previously stationed there. The new life-boat had on her way to the coast, been exhibited at Bath, where the cost of a life-boat, to be called the *City of Bath*, is being raised. The life-boat, since her arrival at Fishguard, had been tried in a heavy gale of wind, and had answered admirably. A free conveyance had, as usual, been readily given to the old and new boats by the Great Western and South-Wales Railway Companies.

It was reported that Mr. Thomas Clayton, of Wakefield, had presented to the Institution 250*l.*, to enable it to place a larger life-boat at Lytham, a most dangerous locality on the Lancashire coast.

Captain Ward, R.N., the Inspector of life-boats of the Institution, was directed to proceed to Ireland to examine its life-boats on the coast of that country.

An interesting report was read from Captain David Robertson, R.N., the assistant inspector of life-boats of the Institution, on its Welsh life-boats, which he had recently visited. He found them nearly all in good order.

Messrs. Peacock and Buchan, of Southampton, were again ordered to provide their excellent composition to paint all the life-boats of the In-

stitution, their paint on the boats having been found last year to answer most admirably.

Payments amounting to nearly 830*l.* having been made on various life-boat establishments, the proceedings terminated.

ROYAL THAMES YACHT CLUB.

IN our last number, we congratulated the members of this club on the apparent settlement of the late misunderstanding on the 15th April, by the re-election of Lord Alfred Paget and an excellent practical staff, but we regret to lay before our readers the following documents that have appeared, in "*Bell's Life*" which leaves this great club in the most unenviable position:—The first letter was issued immediately after the meeting.

April 21, 1863.

MR. EDITOR :—Any one who read your account of the meeting of the Royal Thames Yacht Club, which took place on the 15th inst., would have supposed that the proceedings were of the most tranquil and common-place description, instead of resembling, as they did, those of a railway meeting when a dividend of a farthing in the pound is declared. Allow me to state shortly what really did occur. The chair having been taken by Lord William Lennox, Lord Alfred Paget was proposed for election to the post of Commodore. At this time the only officer of the club was the paid Secretary, Capt. Grant, who had been elected after ballot at a previous meeting, contrary to the express recommendation of the committee of management. In consequence of his election, Lord Alfred Paget, Mr. Hutcheons (the treasurer), and the members of the committee at once resigned. When, therefore, on this occasion Lord Alfred Paget was proposed, Mr. F. Brandt rose and asked whether his lordship would serve, upon which ensued a scene wholly indescribable. Shouts of "he will," "he wont," "I know he will," "he told me he would not," drowned the voices of members anxious to edge in a word, and none but the most stentorian voices were audible over the clamour. At length, comparative silence having been restored, Lord Alfred Paget was elected by acclamation, and Mr. Brandt observed that if he would consent to act after the insults he had received, the club ought to be very grateful to him. It was then proposed that the meeting should proceed to the election of a Vice-commodore. On its being objected that the name of Sir Gilbert East, who was brought forward as a candidate, had not been put up in the club drawing-room, according to the exigencies of a resolution passed at a former meeting, another noisy interval of time passed. The resolution of the former meeting was rescinded. Sir Gilbert was elected. A list of committee men was next submitted to the club. Some of the gentlemen proposed declined to act until it was known whether or not Lord Alfred Paget would accept the office of Commodore. Their names were expunged and the names of others substituted, and a sufficient number having been elected, the chairman, Lord W. Lennox, who had throughout done his very best to keep the meeting in order, made a short conciliatory

speech, and the proceedings were closed. I do not think that I am at liberty to go into the private quarrels of this suicidal club. The question now is, will Lord Alfred Paget consent to resume his office or not? The kindness and long suffering which he has displayed in this unhappy matter has been very similar to that for which he was so deservedly lauded on the day of the passage of the Princess Alexandra through the crowd of roughs in the City, but there is a limit to human forbearance. I can only say that the day on which Lord Alfred Paget shakes the dust from his shoes on finally leaving the house, No. 7, Albermarle-street, will be a sad one for the hitherto prosperous Royal Thames Yacht Club,

Yours, &c.

HABET.

London, April 30th, 1863.

MR. EDITOR :—I was not present at the late meeting of the R.T.Y.C. but I presume that the account of the proceedings which appeared last week in a letter signed "Habet" is substantially correct, and if so, it is much to be regretted that Sir Gilbert East should have been placed in the very awkward position which he now occupies, as his election is clearly illegal. At the meeting in March a very proper resolution was passed, that the name of any one proposed for the office of Vice-commodore should be suspended in the drawing-room of the club previously to the next meeting, in order that the members of the club might have an opportunity of inquiring into the fitness, &c, of the member proposed. Sir Gilbert East's name was not suspended in accordance with this resolution, but the members present at the late meeting seem to have thought that they could evade this objection by first rescinding the resolution and then proceeding to elect. Even if there were not express laws on the subject, common sense would point out that this was inadmissible, otherwise the grossest frauds might be perpetrated. Suppose that the name of one person only was suspended, and that the large majority of the members were perfectly satisfied with his fitness, and therefore thought it unnecessary to attend the meeting; can it be said that a packed body of some dozen or fifteen members could attend the meeting, command a majority, rescind the former resolution, and proceed to elect another person whom the large majority of members knew to be unfit, and would have rejected if they had been aware of the plot? It so happens, however, that all this is carefully provided against by the rules of the club. Rule 39 says that it shall not be competent at a subsequent meeting of the club to rescind a resolution passed at a previous meeting without a special notice of motion; and Rules 43 and 44 provide for the posting of such notices in the club-room ten days before the meeting. The rescinding of the resolution and the subsequent election were therefore clearly illegal and invalid. As a general rule, it is of course not desirable to discuss the affairs of a club in a newspaper, but at the late meetings of this unlucky club—nothing is listened to which is opposed to the wishes of those who have been brought there and form a majority, and I am therefore in-

duced to ask the insertion of this letter in your paper, which will be in the hands of most of the members of the club. For the same reason I would here ask the members of the club to consider calmly, whether it is possible for any club to prosper, if members attend and vote merely because they have been asked, and without taking the trouble of inquiring into the merits; whether it is at all likely that when there were no parties and no difference of opinion amongst them, the Commodore and committee should all be wrong in thinking it unadvisable to re-elect the Secretary; and finally, whether things can be going on well when we see the all but unanimous resignation of a Commodore of fifteen years' standing, and a committee with whom no fault has been found, and under whom with a few changes the club has for many years prospered beyond all previous example?

Yours, &c;

C. M.

Subsequent to these the following letter appeared from Lord Alfred Paget:—

42, Grosvenor-place, April 27, 1863.

SIR,—I have received an intimation from the secretary that it is the wish of the general committee of the Royal Thames Yacht Club that I should inform them, not later than Monday next, whether I will accept the honourable post which the club have again conferred upon me. I had intended delaying that answer until the next general meeting, when I could have better explained, in person, not only the deep regret I feel at relinquishing the proud position I had held amongst them for so many years, but the motives which, after mature deliberation, have induced me to take that step. I think I need hardly assure the committee that it has not been without sincere regret that I have arrived at that determination, for I can truly say that the welfare and prosperity of the Royal Thames Yacht Club has for many long years been one of the dearest objects of my life.

When I first joined, some twenty-three years ago, we were few in number and comparatively an insignificant yachting club; we were, however, a united and happy community; we have risen by degrees to be the largest and most respectable club of the kind in the world. It has been my pride to foster and witness its advancement, and to induce any influential persons I could to patronise and become members of it. Events have taken place of late, which, though I am bound to say not of a personal character against myself, have convinced me that there has not been displayed that confidence in my old colleagues, with whom I have been associated in the general management of the club, which I hold to be so essential to its welfare; and as I felt that my confidence in them was not diminished, I considered myself in honour bound to resign with them.

The club, however, at the adjourned meeting, paid me the compliment to elect me unanimously again, for which I felt deeply grateful; but their next step was to elect an entirely new set of officers to act with me (one of whom has only entered the club a few months), and a general committee of man-

agement, excluding most of those gentlemen with whom I had acted for so many years and held in such great esteem; this without a word of consultation with their Commodore, a courtesy which has for many years past been invariably extended to me.

I have felt under these circumstances, that, however painful to myself, it was only my duty both to myself and to my late colleagues, respectfully to decline the honour conferred on me. In doing so, however, I hope I shall still retain the kind remembrances of the members of the club; and although my official connection with the club now ceases, be assured I shall still cherish the recollection of my long associations with so many sincere friends, and still feel the greatest interest in the welfare of the Royal Thames Yacht Club.

I am, sir, your obedient servant, ALFRED PAGET.

*To the Chairman of the General Committee
of the Royal Thames Yacht Club.*

DEAR MR. BELL:—When I received Lord Alfred Paget's yarn this morning, telling me he was out of command of the R.T.Y.C., it fairly knocked all the wind out of my sails; but, after filling again, and looking the squall in the face, I began to think of old times, lighted my pipe, and opened my old sea-chest to see how the kit of 1843 would do compared with 1863. Poor old chest! How it's pulled me back twenty years! Here a dear old jacket! hard with salt, and musty withall. There my "kicksies," very rusty; and my waistcoat, too, with the old, old buttons—all blue with mould; and the very same tooth-brush I used to clean them with. They were a deal better than your new buttons, with so much fancy work about them that you have to send them to a watchmaker's to be cleaned. There's my knife and bacca-box—a real bright brass one, with a good engraving of the Nancy on it—none of your "gutta perch" bags—and a lot more handy little articles, all out of fashion now. My grog bottle, without a dram in it; and sorry I am for that, for I feel very down on my luck, and something trickling down my cutwater has peeped out of my water tank. But in those days we yachters never put anything o'that sort away. We took a nip and then told Bill to mop it up. Oh dear, what comes next? Why some slips cut out of *Bell's Life in London*, twenty years ago—prognostications on the R.T.Y.C. sailing match, by Aquarius—Alert, Victorine, Lady Louisa, and Ada Jane. Ah! we may have bigger craft now, but there's not half the fun a sailing with them—like a bad sample of "taters," some want boiling twenty minutes and some thirty, and so we have to give time for tonnage, and in place of watching the vessels all of a cluster you watch your watch and the headmost craft going very fast alone, whilst a mile below are two vessels having a frolic to themselves, with nobody to look at them. And what's this long yarn? "Doings at Cockspur-street." Oh, I remember all about it. Poor dear old Commodore Harrison, he's gone; he was just the man for us in those days. When he died, then the club's head canted west. The swells wanted a Lord for a Commodore, and a very good

Lord they got—a Commodore, a sailor, and a man who loved yachting for the sake of the fun. Here's another slip, R.T.Y.C. Sailing match—Mystery, Blue Bell, Belvidere, Ino, and Prima Donna, all 25 tons. What an entry! Nothing like it in our days, though we have got a thousand members. Well, it can't be helped. The Lord's name caught a many members of all sorts, and so by degrees we have fetched up to Albemarle point. And so now I takes it they wants a Duke for Commodore. It's a bad sign when the purser gets too thick with the men before the mast. It's sure to come to no good, and, sooner or later, ends in a mutiny. I remember more than one kick up in the club all through not keeping men in their proper places. But it's no good snivelling, Mr. Bell, for the present the old-uns are beat. Mother Mitten is dead, Waits's Hotel used up, the Fishermans' Arms burnt down; and, as a clencher, all the clubs are about to join the Union Club (Limited Liability). I can't stand it any longer, and so down goes the lid of my chest, and I don't think I shall ever have the pluck to open it again.

AQUARIUS.

DEAR BELL:—You have inserted more than one letter touching the present state of the affairs of the Royal Thames Yacht Club, and I trust that you will allow me space to express my opinion as a sailing man upon this subject. The irreparable losses which the club has sustained first, by the death of its late worthy and influential Vice-commodore, and now by the final resignation of Lord Alfred Paget, who has been Commodore for so many years, are indeed to yachting men, disheartening to think of. The re-election of one of the *sub* officers of the club has been the cause of the inevitable resignation of its *chief* officer. Not only this, however, but also has it caused the retirement of a zealous and hard-working treasurer, and of many of the principal sailing men of the club from that committee, whose sailing rules and regulations have been almost universally adopted, whose wise discretion has been hitherto the guiding star of the yachting world. In Lord Alfred Paget the club loses the best Commodore that any yacht club ever had, the most enterprising and estimable yachtsman among its members. My belief is that with one or two exceptions, the sailing men have been in no way guilty of the present lamentable disorganization of the club, excepting in so far that they probably did not attend, or were unable to do so, at the late meetings in sufficient numbers to support effectually their Commodore or their committee. The club-house and the arrangements connected with it have unfortunately predominated, the sporting interests been almost entirely ignored, and the utter disorganization of the club for the present brought about by the conduct of that functionary to whom (in curious contradiction of fact) a correspondent of yours lately attributed its former prosperity.

Yours, &c,

F. C.

Editor's Locker.

THE NEW CODE.

April 28th, 1863.

MR. EDITOR:—Your correspondent "Red with White Maltese Cross" is perfectly right in supposing I alluded to the rules in *Hunt's Magazine* of this month, and I altogether forgot to mention where they were to be found until after I had posted my letter, but I supposed they had been read over by yachting men long before I drew attention to them through your publication. I admit his arguments as regards carrying canvas *ad lib*, and I think that if he will look over my former letter he will see that I never called them in question at all. I only said that a little discretion might be used as regards the carrying out of that particular rule, as quite sufficient canvas for all ordinary weather might be best without running up "kites." Still the aforesaid kites would give an enterprising man that invested his spare cash in a few of them a very great advantage with a free sheet in light airs, and as far as putting balloon jibs, &c., out of fashion, I am greatly afraid that the rule will not have that beneficial effect, as one large sail is known to be more beneficial than two small ones. I see the Royal Western of Ireland have managed to get another Queen's plate this year, and I suppose they will impose what they consider to be the orthodox £5 entrance on all vessels that start for it. If they do so I can only say that giving regattas under such management must be rather a profitable speculation. Many thanks for your kindness in publishing my last.

Yours, &c,

To the Editor H. Y. M.

EMBLEM.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Harwich Yacht Club.—On Monday, May 25th, the Royal Harwich Yacht Club held its annual meeting, under the most favourable auspices for the coming season, and especially as several of the directors of the Great Eastern Railway happened to be upon one of their periodical visits, the occasion was taken advantage of to give them a congratulatory welcome, by ringing the bells of the venerable church, as well as other demonstrations of good feeling. The election of officers was the first business disposed of, and the noble commodore, Lord Rendlesham, was re-elected by acclamation. The office of vice-commodore was filled up upon the nomination of Mr. Hedge seconded by Captain Daniels, by the election of John C. Morice, Esq., c. the splendid cutter *Marina*, 64 tons. This appointment is anticipated to be of great advantage to the club; possessing as he does such a large and influential connection of friends. Several candidates owning yachts were proposed for election by the new vice-commodore. Major Ferrand was re-

elected rear-commodore; the hon. treasurer and hon. secretary were re-elected; the sailing committee was increased in number: and the indefatigable chairman, Mr. Peter Bruff, with the old members were re-elected. The business being over the members and their friends adjourned to the Cups Hotel, where a cold collation was provided. The usual loyal toasts were drank, and the "Prosperity of the Royal Harwich Yacht Club" was received with loud demonstrations of applause. The regatta at Harwich will take place on Wednesday, the 22nd July, and from the numerous promises of attendance from yacht owners the meeting is expected to be a grand affair.

Walton-on-the-Naze Regatta, under the auspices of the Royal Harwich Yacht Club, will take place on Wednesday, the 5th August, and will be influentially patronized.

Royal Canadian Yacht Club.—At the annual general meeting of this club, held at Toronto, on the 8th of April, there was a large attendance of the members. The report and statement of accounts for the past year were unanimously passed, and much satisfaction expressed at the flourishing condition to which the club has now arrived. The election of flag officers and committees were next proceeded with, when the following gentlemen were re-installed in office:—Commodore, E. M. Hodder; Vice-commodore, J. S. Wallace; Secretary, W. Armstrong; Treasurer, J. Cayley; Sailing committee, H. L. Hime, W. H. Bell, J. Cayley, H. M. Scott, and S. F. Holcombe; Measuring committee, H. L. Hime, D. M. Beere, and W. Bellairs; Finance committee, T. J. Robertson, J. Cayley, and G. M. Hawke; Auditor, Thomas Hookey. In the evening the officers of the club entertained their brother members to a very elegant supper, over forty sitting down to the entertainment, the club dining saloon being beautifully decorated with spring flowers, the flags of the club, and Marryatt's signals gracefully intertwined. The healths of the Queen and the Royal Family, and that of the Prince and Princess of Wales were most enthusiastically received, and as warmly honoured; after which followed that of his Excellency Viscount Bury, followed by those of the officers and committee of the club, and the Royal Yacht Clubs in the "Old Country," with the hearty wish that some of their clippers would afford the opportunity of being heartily welcomed to the waters of Lake Ontario. Song, toast, and "yarn" went gaily round, and certainly it would be difficult to find a more united or happy little club than that of the Royal Canadian. The Commodore's yacht, the Breeze, 16 tons, is under weigh] for the season, as also the Rivet, 15 tons, the Hon. Captain Elmsley. Vice-Commodore Wallace is having his vessel, the Arrow increased in size, from 17 to 27 tons, and she will be shortly ready for the pennant. The club vessel is in admirable order, and found very elegantly in every department for the accommodation of members. At the recent ballot a large number of candidates were admitted to membership, and several others proposed for the next occasion. The spring has opened beautifully on the Canadian lakes; a number of yachts are busily fitting

out, and an excellent season's sport is already indicated. Toronto, Cobourg, Hamilton, and Kingston will each have their representatives in the grand race for his Royal Highness the Prince of Wales's Cup.

REGATTAS AND MATCHES.

- June 6.—Clyde Model Yacht Club Opening Cruise—Gourock
 9.—Prince of Wales Yacht Club Sailing Match—by Yachts of 15 tons, any rig; open to all Nations
 10.—Royal London Yacht Club Sailing Match—third class; also an extra match for yachts in cruising trim, Erith to the Nore and back.
 11.—Royal Thames Yacht Club Sailing Match—second and fourth classes, Erith to the Nore—also an extra match
 18.—Norfolk and Suffolk Yacht Club Match at Cantley
 18.—Royal Western Yacht Club Regatta, (Ireland,) Queenstown
 20.—Irish Model Yacht Club—Hon. Secretary's prize
 26, 27.—Royal Mersey Yacht Club Regatta.
 27.—Royal Thames Yacht Club Schooner Match, Gravesend to the Mouse Light and back.
 27.—Prince of Wales Yacht Club, second match
- July 4.—Clyde Model Yacht Club Regatta—Largs
 4.—Irish Model Yacht Club—Sailing Match—2nd and 4th classes
 6.—Temple Yacht Club
 7.—Royal Northern Yacht Club Regatta at Dunoon
 8.—Southampton Amateur Regatta
 10.—Ranelagh Yacht Club Sailing Match
 11.—Walton-on-Thames Amateur Regatta
 13.—Irish Model Yacht Club—Challenge Cup
 15.—Royal Irish Yacht Club Regatta—Dublin Bay
 16.—Norfolk and Suffolk Yacht Club Regatta—Wroxham
 21.—Thames National Regatta
 22.—Royal Cork Yacht Club Regatta
 22.—Royal Yorkshire Yacht Club Regatta—Hull
 22.—Royal Harwich Yacht Club Regatta
- Aug. 4.—Royal Welsh Yacht Club Regatta, Carnarvon.
 5.—Royal Squadron Regatta.
 5.—Walton-on-Naze Regatta.
 5.—Southampton Amateur Regatta Club—champion cup
 6.—Norfolk and Suffolk Yacht Club Regatta—Oulton.
 * 11.—Royal Victoria Yacht Club Sailing Matches.
 12.—Royal Victoria Yacht Club—private matches.
 13.—Royal Victoria Yacht Club Sailing Matches.
 17.—Royal Victoria Yacht Match to Cherbourg.
 19.—Dover and Cinque Ports Regatta.
 21.—Torbay Royal Regatta.
 24.—Temple Yacht Club Match.
 24.—Royal Victoria Yacht Club—match to Portsmouth.
 29.—Clyde Model Yacht Club Regatta—Dunoon

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HUNT'S YACHTING MAGAZINE.

JULY, 1863.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXI.

IN preparing to get under way, there are many little details necessary, the observance of which tends in no slight degree to the maintenance of that order and discipline which should ever be observed on board a yacht; nothing can be more lubberly or unseamanlike than the appearance of a vessel getting away from her anchorage or moorings with everything about her decks in disorder, denoting unseemly haste, and an anxiety to get the canvas upon her in any fashion; the running gear falls all in confusion, sail covers thrown about here and there, oars and boat-hooks in everybody's way, mops, swabs, and brooms jammed in amongst the halyard falls, buckets and fenders tripping up the crew in every direction; in fact as Jack will observe of such a craft, "She is like a hurrah's nest, or a billy-boy caught in an Irishman's hurricane!" If such a managed vessel is getting away from a crowded anchorage, and it is blowing fresh, the chances are ten to one if she does not get into an awkward scrape; even if it is not blowing hard, but a moderate working breeze, it may be requisite to execute some manœuvre quickly to prevent her getting foul of some other vessel, and then in the hurry of the mo-

* Continued from page 245.

ment nobody knows where to lay hands upon anything, or perhaps the wrong halyards are let go, and up flies the fall to the masthead, in beautiful entanglement with half a dozen other falls or sheets; then comes confusion worse confounded, and the loss of the bowsprit or some of its gear, the carrying away of the topmast, or of the cross-trees, is very likely to ensue, resulting in very ugly language, and much angry contention, to say nothing of the opinion left upon the minds of spectators as to the manner in which such a yacht is handled.

An experienced yachtsman will always guard against such a *contre-temps*, and consider it a reflection not only upon his crew but himself to permit even a single rope to be astray before his vessel is in motion. The young yachtsman ought therefore to be most particular should he perceive any disposition on the part of his sailing-master or any of his crew to leave their preparations half completed, and should never allow his anchor to quit the ground, or the mooring bridle to be cast off the bitts, until everything necessary for a start is in perfect order,—such articles or spare gear as may not be required in working the vessel stowed carefully away; and when doing so to observe at the same time that they are placed in certain positions allocated to them, that no time and labour may be wasted seeking for them when again required. Order and regularity is the great secret of comfort on board a yacht, a place for everything and everything in its place, if strictly observed, will make work go on with pleasure and regularity, and obviate unseemly haste that if permitted even in small matters at the commencement will too soon become a standing rule.

I shall therefore call attention to such points as I conceive yachtsmen should be strict about, and by observing that they are fully attended to at the outset, his crew will soon perceive that they have no easily satisfied master to deal with, and that although he may be a novice—yet he has a pretty correct notion of how things ought to be done, and has the qualifications for becoming a smart sailor.

I shall now proceed in the order in which preparations may be made for getting under way:—the accommodation ladder should be unshipped together with the brass gangway stanchions, and the port slide placed in its berth; the side fenders taken in and stowed, the vessel hove short upon her anchor and the chain cable run down into the chain lockers, should any mud be upon it let a hand stand by with a broom or mop and wash it off outside before it comes through

the hawse pipe. The main and peak halyards unhooked from their straps round the boom and placed ready for hooking on to the straps on the gaff; the mainsail covers unlaced, taken off, neatly rolled up, and stowed away; the main and peak halyards hooked on to their respective straps on the gaff; then let the gaskets, or as they are sometimes called, the tyers, which confine the mainsail in its furl, be taken off, all except the one that goes round the peak end; these gaskets should be made up and fastened together with a round turn and a hitch, and stowed away so that they may be easily come at when wanted; they are very useful in many cases of emergency where a short end of rope may be required hurriedly: if the topping-lifts are fitted so as to unhook and fit with a strap when the mainsail is coated, they should next be hooked to their respective eye-bolts in the boom, then overhaul the main-sheet, man the topping-lift falls, let a hand stand by the boom crutch to take it in and stow it away; top up the boom to the height at which it is designed to stand when the mainsail is set, then belaying the topping-lift falls man the main and peak halyards, cast off the gasket that has been left confining the peak, and hoist away the mainsail, taking care as it goes up to enter the gaff between the topping-lifts; hoist on the throat, or main-halyards best, as the mainsail will go up easier than if the peak is kept high, which throws all the weight of the sail down on the throat; set up the main-halyards first until the jaws of the gaff are to their proper height, when carefully belay them; then hoist away on the peak-halyards finishing the setting by the peak-purchase, and when the sail shows a wrinkle or two at the throat the peak is high enough. "Enough the throat!" "Enough the peak—belay!" will give the men to understand when both are high enough and the sail set: the peak down-haul, gaff-topsail-sheet, and throat down-haul or tack-tricing-line, should be carefully overhauled as the sail goes up; and care should be taken that their bights on deck do not get foul of the main cabin skylight flaps, as if they do, the latter may be jerked up and let fall with a violence that will smash the glass in them; they sometimes also get foul of the companion slide, or binnacle, and cause a temporary delay, any of which accidents however a quick eye will prevent.

When the mainsail is set let the main and peak halyard falls be coiled away neatly close to the main bitts, and the coils capsized so that the running part of the falls may be uppermost; this should

never be overlooked, as in case it may be necessary to let the main or peak go by the run, if the coils were foul they would be carried aloft in a terrible mess, and perhaps jam against the mast-head-blocks and prove a cause of accident: sometimes neat mahogany or oak moveable cradles are used to coil these falls into; they are when in use lashed to small eye bolts in the deck just abaft of the main bitts, and are very convenient and useful, preventing the tack-tackles, or other gear about the mast, or spare spars, topsail yards, legs, or boat hook staffs, &c., getting foul of these halyards: next haul in the main-sheet hand-taut so that the boom may not be flying backwards and forwards across the deck and perhaps knock some one overboard: see that the peak down haul, or as it is often styled the ensigh-halyards, topsail-sheet, and tack-tricing-line, are all clear and in order for running, and that the two former are led well in and belayed close to the boom jaws; next set up the runner tackle-falls well taut so as to prevent the masthead being taken forward when the foresail and jib are set up; then reeve a couple of reef pennants (if not already in their places) taking care that they are rubbed over with a little tallow to make them render freely through the bee blocks on the boom should necessity arise for hauling down a reef or two in the mainsail; set up the topmast shrouds if the weather admits of a gaff topsail being set; get up whatever topsail is suitable to the day, lay it along the deck-luff forward, get the yard along, enter the throat-earing first and make it fast, then enter the peak earing—having rubbed it with tallow previously to make it render through the eye in the yard, haul the head of the sail as taut as a bar along the yard, lighting it along from the throat to the peak and assisting the peak-earing as it is hove taut; the earing should be passed twice through the eye of the yard and twice through the thimble of the sail, then up over the yard and through the thimble again so as to confine it to the yard and prevent the seizing rendering back, the remainder of the earing being expended in round turns over the yard so as to form a seizing to the standing part; next pass the lacing that confines the head of the sail to the yard well taut, (in large topsails knittles of spun-yarn are found more convenient and better than lacing, as if the lacing stretches, or chafes and bursts, the entire head of the sail gets adrift from the yard, whereas the knittles being independent of each other, neither mishap can occur), bend on the top-sail-tye, topsail-sheet and topsail-tack, take care that the tack-hook

or clip is moused so as to prevent it getting adrift; the topsail clew-line will be rove through a small tail block, bend on this tail block fore side of the topsail tie on the yard; sometimes the standing part is bent to the sheet cringle through the thimble, but by far the best plan is to have a smaller and separate thimble cringled on the leach of the sail above the sheet cringle and in such a position as to bring the leach in fair up and down with the yard, the cringle exactly opposite to the clew-line tail-block; then having bent on the tail-block as before, reeve the standing part of the clew-line through this leach thimble, lead it up on the other side of the sail to the yard, where make fast the standing part; by this method of bending a clew-line it becomes a brail to the sail, and confines it when clewed up snugly to the yard, instead of leaving the belly of it flapping and blowing about, shaking everything aloft; next take a piece of sail-twine and with a single turn and overhand knot confine the topsail tie to the peak end of the yard, which will enable the sail to be sent up, with the yard up and down with the mast, and when it reaches the topmast sheave the sail twine will burst, the fore part of the yard being then clear of the cross-trees; let a hand go aloft to the cross-trees, sway away upon the topsail halyards, taking care at the same time to steady out the topsail-sheet, and to keep the yard and sail fair as it goes aloft, by means of the tack fall; hook on the topsail tack-tackle; as the yard clears the masthead let the man aloft pass the luff lacing of the topsail slackly round the topmast, when the yard is chock-a-block man the tack-tackle and bouse the tack well down, let the luff lacing be then hauled taut round the topmast and masthead, and made fast; then man the clew-line, brail up the topsail and it will be all ready for sheeting home when the vessel gets underway.

The topsail should never be sheeted home until the bobstay and bowsprit guys are set up, and the topmast stay rounded in so as to take the topmast head well forward and so enable the topsail to be sheeted home with plenty of room to spare for a fresh pull as the sail stretches; and to preserve a slight bend or spring forward in the topmast for the purpose of making the topsail stand well and flat when the vessel is close hauled; if this is not attended to, the topmast will hang aft over the vessel's heel and the sail never can be got to stand, besides spoiling the trim of the canvas, and throwing the centre of effort of the topsail out of its proper place: should such an oversight perchance occur the topsail sheet must at once be eased

up and the topmast head got forward by means of the topmast stay, to do which it may be necessary to get a tackle on the stay by means of a strop; whereas had it been attended to in the first instance, it could be easily round in by hand.

The topsail being all ready, next proceed to heave down the bob-stay, easing up the bowsprit shroud falls, jib halyards, and topmast stay whilst doing so; having got the bowsprit down, heave well taut the shrouds, round in on the topmast stay and get the jib along with the tack and head forward, hook the tack on the traveller of the bowsprit, hook on the jib halyards to the head, taking care there are no turns in them aloft, and overrunning the luff rope of the jib from the head to the tack to guard against turns in it; then toggle on the jib-sheets, taking care in doing so that the bight of them is outside the fore stay, that they are rove in their proper scores, and clear of other gear, and that there is an overhand knot on each sheet end to prevent them flying out of the scores when the sail is flapping; then man the jib outhaul and halyards, hoisting on the latter just to lift the sail and prevent it getting into the water, until the traveller is hove out to its berth; when it is, let the outhaul fall be belayed securely on the bitts; hoist the halyards hand-taut and belay them, finishing the setting up of the jib by means of the jib-purchase; then let the sheets remain loose and the sail flowing; get the foresail uncovered and cast loose, and ease up the fore tack-tackle, hook on the fore halyard, and toggle on the fore-sheets, taking care that the standing block hooks are moused when in the deck eye bolts to prevent them getting adrift when beating to windward; a good look round should next be taken to see that everything not required for working the ship has been stowed away in their proper places, that all falls are properly coiled away and ready for running, sheets clear on deck, fenders, buckets, mops cleared away; that the burgee is chock up to the truck and signal halyards clear on both sides; the ensign should be run up in a ball to the peak and not broken loose until the vessel is underway and the topsail sheeted home.

If the vessel is proceeding on a cruise the boats may next be got in; if the vessel is not fitted with davits for her gig, the latter can be got in by means of the Burton purchase hooked into the bow ring bolt, and the standing part of either runner (whichever side of the deck it is desirable to carry her upon) hooked to a strap on the main top-transom end, with the tackle hooked in the after ring bolt;

when hoisting her up the looms of a couple of oars, or two flat board-fenders made for the purpose, should be placed over the yacht's side to prevent the lands of the boats planking being injured; or the vessels bulwarks torn or disfigured whilst hoisting her in: when the boat is a little over the rail slew the stern in first—haul her aft and lower on deck, taking care that chocks are placed under her keel if she is to be carried upright; it is however far preferable and more secure when bound on a cruise to carry the boat's bottom aloft, as in case of falling in with heavy weather if the boats be carried upright, and a sea sweeps the deck, they will be filled, and if not greatly injured a weight of water will be retained by them difficult to be got rid of, and dangerous to the vessel if she is not a large and powerful craft: when carried thus chocks must be put under the boat's gunnels amidships to prevent them being strained, and a shoe under the stem to prevent it marking the deck. The dinghy may be got in on the opposite quarter by hand, lifting up her bow on the rail and hauling her in board on even keel; one of the deck mats, or a swab should be placed on the rail to prevent its being injured by her keel; it is a better plan however to have a roller frame or "save-all" made so as slip over the rail with a scored roller, that will just take the boat's keel in the middle of it; this roller frame will also be found useful for getting the gig on board; the boats need not be lashed until the vessel is clear of the anchorage and harbour, in case it may be requisite to get one of them out in a hurry; but once clear they should be properly secured, and in doing so care taken that whether made fast with gripes or lashings, the fastenings are made in such a manner as can easily be cast off, in case of a man getting overboard, or other accident that may require a boat over the side with the utmost despatch: it is the custom to lash the oars, boat hooks, &c., along with the topsail yards, legs, and spare spars each side of the companion and skylight, but this should not be allowed; each boat on board should have oars, mast, sail, boat hook, stretchers, rudder and yoke, crutches or thowl pins, bailer, and tho' last not least "plug" in her, lashed and fixed in their places, so that there may not be any hurrying or looking about for them in time of emergency; these precautions are not usually taken from the immunity from accident which yachts seem to enjoy; no false sense of security however should prevent them being observed, as experience might, even once in a way, be too fatally purchased; two life-

buoy's (Carte's) should be on deck hung in beackets or thumb cleets inside the bulwarks on each quarter, and available at a second's notice; all these details being looked to, and any other that may strike an observant yachtsman, the good little ship is ready for a fair start; it should now be determined which hand to cant her upon so as to obtain a clear course if the anchorage be crowded.

I shall assume that all is clear, and that she is to be canted to port on the starboard tack; let the cat davit be shipped, and the anchor stopper got ready, ship the tiller, man the windlass, and heave her up to her anchor; taking care that a hand stands by on the weather bow with a broom or mop as before, should the chain come up with mud upon it, so as to wash it clean and prevent the deck being covered with a mess that will dirty the foresail and jibs, should the former require reefing underway, or the latter shifting; if the bottom is of stiff mud and that the anchor holds firmly, overhaul the mainsheet, trim aft the jib-sheet, sail her up and burst the anchor from its hold: when it is reported away, run up the foresail keeping the weather sheet to windward if she does not pay off quick enough; or if it is wished to heave to until the anchor is catted, fished and stowed, which is the better plan, as if she gathers way quickly before this is done the anchor may get foul of her stem and bobstay, by the pressure of the water against her bow as she rushes through it, and will cause delay and trouble; the anchor being got to rights and secured, let the jib and fore and main sheets be trimmed for sailing; ease away the clew-line and sheet home the gaff-topsail, taking the fall to the mast winch if necessary, break the ensign loose, then hook on the weather main tack-tackle and board the main tack to windward; hook on the fore tack, ease the lee fore-sheet an inch or two, and board the tack of the foresail well down to the stem head; then re-trim the sheet; see that the tiller ropes are rove, that no ends of ropes hang over the side, that the tripping line of the chain bobstay is here hand-taut and not flying in a bight, such little details, although trivial, if neglected look very slovenly, when fairly underway the jib purchase may require another pull, and as this will slack the topmast-stay the latter should have a good pull taken upon it at the same time.

The above suggestions for getting underway are given supposing that a vessel does so close hauled; sometimes when getting under way with a fair wind a vessel may start under her jib and foresail,

she will pay off quicker than if she had her after canvas set; with the wind moderate she may then set her mainsail and gaff-topsail as she goes; but if it blows fresh the mainsail should be set while she is head to wind, as much difficulty will be experienced in doing so afterwards, unless she is rounded to; the peak halyards may be eased away and the mainsail scandalized so as to enable her to pay off before the wind.

I will make a few observations here with regard to methods of setting gaff topsails and jibs; there are two very excellent and smart ways of doing so, that with a very little practice men will execute quite as quickly, and indeed as regards the sail when aloft, quicker than by the ordinary way; to begin with the topsail—after it has been laced to the yard it should be neatly made up along the spar, care being taken to keep the sheet cringle on the outside; the clew-line should be hauled taut; then gaskets of sail twine at every two feet or so will keep the canvas secure in its close furl, and the yard and sail sent aloft with great ease and smartness; if a small sized sail the gaskets may be cut half through with a knife, but in a large sail the weight of it will be sufficient; when desirable to sheet it home, by a smart pull on the sheet, the gaskets can be burst and the sail falls loose, but it must be eased down gradually with the clew-line which should be kept in hand, as otherwise by the sail flapping to and fro suddenly, the sheet may take a round turn on the gaff end, when should such occur a hand must be sent aloft to clear it. A jib may be made up in the same way, taking care to keep the clew cringle and sheet toggle clear, and is a very excellent way of setting a jib in blowing weather; it may be got out on the bowsprit and set up at the same time, purchased, and left so until desirable to make sail, when a smart haul on the sheet will burst the stoppings and cast the sail loose.

Another very good plan of keeping a jib snug when set at moorings or anchor, is to hook the Burton into the clew cringle and bowse the clew of the sail taut along the luff. When the jib is hove out on the bowsprit if any of the above methods are not adopted in preference to letting the sail flow and flap about, the halyards may be eased away and the sail stowed with a couple of stops or gaskets on the bowsprit, or if both the luff rope and foot of the sail are hauled well taut along the bowsprit, a single stop just outside of the stem will be sufficient. After being a few hours underway in a new

vessel, a small pull may be required on the halyards all round as the ropes will be stretching; this should be done gradually and easily so as to let the rope take its own time; as if it is too roughly treated at first, it will be strained and perhaps the heart burst, when a sudden carry away may be the result; the sails also will require looking after, the main-tack, fore-tack, jib-purchase, peak-purchase, topsail-tack and sheet; and if the mainsail is fitted with a traveller on the boom, it too will want a small pull out, which can be accomplished by hooking on the reef-tackle to the traveller fall; in fact when underway, a vessel either old or new, requires occasionally to be refreshed, by a pull up all round; for the halyards and sheets stretch with working more or less, and the sails fall into bags or wrinkles; and then the vessel becomes sluggish and heavy, just as a human being tires from labour and want of refreshment.

PRINCE OF WALES YACHT CLUB.

(*International Match.*)

For some short time the members of this Club had been engaged in raising a subscription among themselves to present for general competition, a prize of value, open to all yachts under 15 tons, a class of vessels that usually on the Thames show more sport than those of larger burden. The efforts of the committee were eminently successful, and produced a *chef d'œuvre* of art from the celebrated Benson, of Ludgate Hill, who in 1856 manufactured a splendid prize for this club, which was won by the Flirt, 8 tons, then the property of the late Mr. A. J. Young.

Some idea of the present magnificent prize may be formed from the following description—It is mounted on a polished ebony stand, the base supported by three dolphins on piles of rocks, ornamented with chased scrolls and wreaths of laurel, which enclose three medallions, on one of which are the arms of England and Denmark; on the second is the Prince's Plume, being also the crest of the club, surmounting an anchor and surrounded by the letters P.W.Y.C., while on the third is represented a ship in full sail. Above this runs a pile of rocks, from which emerge a cluster of bulrushes, bearing a vase elaborately chased with wreaths of laurel, inside of one of which is the inscription—(winner's name, date, &c,) the whole embellished with yachts, anchors, ropes,

rudders, &c., with the burgee and ensign of the club in frosted silver. The height of this splendid prize, which is intended for a centre piece, is over two feet, and weighs upwards of 70 ounces, the value being 70 guineas.

This was the prize for the first vessel, and there was also a chaste silver cup, value 10 guineas for the second vessel. The magnitude of the prize was sure to find a splendid fleet of the "*tinies*," and an entry of eleven yachts was the glad response to the invitation.

The 9th of June was appointed for this aquatic carnival, and from the numerous demands for tickets the club engaged the "Queen of the Thames" steamer, and with more punctuality than usual she was unmoored from Blackwall pier, proceeding direct to Erith, where the following yachts, riding at their moorings awaited the Commodore's signal to commence the contest :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1275	Wasp	cutter	12	Col. A. Swinton	
1235	Violet	echooner	13	P. Bennet, Esq.	Aldous
8	Ærolite	cutter	8	J. P. Dormay, Esq.	
852	Red Rover	sloop	14	S. Nightingale, Esq.	
743	Octoroon.....	cutter	12	C. Long, Esq.	Hatcher
1836	Quiver.....	cutter	12	Capt. Chamberlayne	Owner
245	Vision.....	cutter	9	G. Harrison, Esq.	Benson
1202	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
437	Violet	cutter	9	Lord de Ros	Aldous
20	Alexandra	cutter	15	G. Harrison, Esq.	Owner
86	Bessie.....	cutter	9	J. H. Hedge, Esq.	Harvey

The course was from Erith to the Chapman and back :—Time for difference of tonnage half-a-minute per ton.

The whole were supposed to be ranged in line opposite Erith church, but from the squally nature of the weather they rode uneasily, and the Violet cutter was some yards above the others. The morning had been gloomy, and just before the start, the rain came down so fast and furious, with a strong S.W. wind, which cleared the steamer's deck of nearly all but the officials.

The first gun was fired at 11h. 4m. when the vessels presented a pretty sight—the Wasp having No. 1 station next the Kentish shore and the others as arranged in the above table—Bessie nearest to the Essex shore. As has been frequently observed, the anxious crews with ropes in hand watching the flash of the second gun is one of the most pleasing tableaux for the pencil of the artist. When the preparatory gun fired the vessels were tugging at their springs, and an accident

nearly occurred in consequence of the Alexandra dragging, slightly fouling the Violet, so that it was necessary to fire the second gun to prevent further confusion. At 11h. 8m. 30a. they started, amidst the heavy shower. The schooner Violet was first canvassed, but the Bessie being in the best position for getting away first took the lead—in fact it was altogether an excellent start.

In Erith Rands the Quiver overhauled the Bessie (which was the first vessel that had set jib-headed topsail) and flew past her at railroad speed, the Bessie evidently not being in her old trim, having in compliance with the regulations run her live ballast into solid, without sufficient time to give her a few preliminary trials. In rounding into Long Reach the Quiver leading, Bessie second, Folly third, Octoroon fourth, very close together. Wasp fifth some distance astern, followed by Violet schooner, Vision, Alexandra, Ærolite, Red Rover, and last Violet cutter, the wind had now fallen to a light steady breeze. The Folly ran up to the Bessie, and after a short time passed her to windward, taking thus the second place. Immediately after the Octoroon made a spurt getting closer to Bessie, as also did the Wasp; and the Alexandra succeeded in leaving her compeers behind, bowling along merrily after the first division apparently inclined for a fight. It was a sharp contest between Bessie and Octoroon, the latter trying her best to pass even through her lee rather than not succeed, but the former hedged her off again.

Entering Fiddler's Reach the Quiver was leading by some 500 yards, the Folly about 100 yards ahead of Bessie and the Octoroon who were beam and beam, with the Wasp in close attendance; and the Alexandra drawing up to windward, close on her was the Vision, with the Violet schooner endeavouring to give her the go-bye to windward, which not succeeding in, the Red Rover challenged the schooner and passed her.

Off Gray's the wind fell very light, and the second division closed on the first. The Bessie was here passed by the Octoroon, and Alexandra went through the Wasp's lee, making rapid progress towards overhauling the Bessie, which she succeeded in doing just entering Northfleet Hope. After passing Northfleet they set larger topsails and Alexandra an enormous balloon jib. Gravesend was passed about 12h., Quiver still leading, with Folly second, which had the misfortune to carry away the sheave of the topsail sheet, a man had to go aloft to clear it and hitch on a tail block. This gave the Octoroon, who had been waiting on her an opportunity to pass. The wind was light in the Reach, but came on strong again before they jibed into the Hope. Nearing the Ovens buoy the Alexandra followed by Wasp passed Bessie, and made strong tracks to overhaul the leading vessels. Alexandra went up to leeward

of the Folly, who here shewed symptoms of distress, for when well into the Hope her crew found that the head of the mainmast (a new one) was sprung in three places, consequently the topmast was sent down, and a reef taken in the mainsail, which of course placed her to great disadvantage, as all the others carried their topsails. Off Lower Hope point the Bessie repassed the Wasp, and some fine by-play occurred between them. The Quiver still continued her uninterrupted leadership, but abreast of the Mucking Light the Octoroon was drawing on her fast. The Alexandra in coming into the straight running in Sea Reach, gradually drew on the Octoroon, which she passed, showing that she possessed great speed, and when off Holy Haven she challenged Quiver, and gave her the go-bye, going into first place. They all struck topsails, and made all snug for the beat back; the steamer was rounded as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Alexandra.....	1	40	20	Wasp	1	44	0	Violet (sch) ...	1	48	40
Quiver	1	41	0	Bessie.....	1	45	20	Ærolite.....	1	51	30
Octoroon	1	41	10	Red Rover.....	1	45	40	Violet (cut) ...	1	52	30
Folly	1	43	20	Vision.....	1	46	20				

We have on prior occasions seen a goodly fleet round, and on this we believe the most numerous, the time from first to last not occupying more than twelve minutes; rather sharp work for the gunner. In rounding the Quiver and Octoroon were so close that the former to prevent a foul gave place to the latter. The Folly also had a narrow escape of fouling the steamer in consequence of her steersman letting the tiller slip. The flood tide had now made, and the leading vessels stood over to the Essex shore, and when off Holy Haven crossed over to the Blyth Sand along which they ran, the Octoroon taking precedence of Alexandra, with Quiver third, and Folly and Wasp kept up a stern chase. Bessie when near the Middle Buoy, by some mischance struck the sand, where she was left by the fleet. This was much to be regretted, as when it occurred she seemed to be improving her position. The race was now confined to the Octoroon, Alexandra, Quiver and Wasp. The Red Rover which had up this time kept her position ahead of Vision, appeared now to give way, but if so it was only temporarily as the former again showed ahead.

Off the Mucking the Octoroon was leading some 200 yards, Alexandra heading Quiver about the same distance. After entering the Hope the Folly passed Quiver and challenged the Alexandra, which had all the advantage of enormous canvas, whilst the little cripple looked like a pigmy, but still pugnacious, and some excellent manœuvring took place, which ended in the Princess maintaining her supremacy.

The Hope was greatly crowded by shipping and yachts, it required much attention and judgment on the part of the racers to thread their way through the mass. At the Ovens the Octoroon led by nearly a mile, and made good her advantage, while the Alexandra when running through Gravesend Reach set an immense topsail, that told greatly in her favour, and gave her great speed over the poor Folly. Wasp now raced past the Quiver, gaining rapidly on Folly, but could not succeed in heading her, and some excellent sailing took place between them and also Alexandra. There was a good strong steady breeze to the finish, which ended thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Octoroon	4	15	15	Quiver	4	26	0	Bessie.....	4	50	0
Alexandra.....	4	21	0	Vision	4	40	10	Ærolite	4	51	0
Folly	4	22	5	Violet (sch) ...	4	40	20	Violet (cut) ...	4	56	0
Wasp	4	24	30								

The Octoroon was the winner by 5m. 45s. independent of the 1½m. which Alexandra had to allow for difference of tonnage. The second prize fell to the Folly by time, having 25s. to spare, this may in some measure be attributed to the bad round which Alexandra made at the flag buoy. The whole match throughout was very satisfactory, and from the many changes that were made in sailing the race was exciting, and gave great pleasure to all parties.

As soon as the winning yachts had come alongside the steamer and their owners on board, Commodore, R. Hewett, presented the prizes—the first to Mr. C. Long, the second to Mr. Parry, both of whom were warmly greeted—the present was Mr. Parry's second prize this year. The worthy Commodore was in very happy vein, and particularly expatiated on the prosperity of the club, and noticed the remarkable fact that the present match contained the largest number of yachts that ever started in one match on the Thames,—and concluded by expressing a hope that this great feature would be the means of rendering the club even more popular than it was at present.

The weather having become lovely and fine, and it being rather early to return home—the steamer was turned to Greenhithe, and dancing commenced, which was spiritedly kept up till the party arrived at Black-wall, where they landed about 7 p.m.

The vessels engaged in this match (with the exception of Red Rover and Violet schooner) are pretty well known on the Thames. The first named hails from Yarmouth, and is rather celebrated in the Norfolk and Suffolk Yacht Club to which she belongs; the schooner is one of a number of Violets that have blossomed under the care of Mr. J. R. Kirby, whose chief gardener is Aldous of Wivenhoe.

ROYAL LONDON YACHT CLUB MATCHES.

THIS prosperous club again assembled on the Thames for its second revels, on the day following the P.W.Y.C., viz: June 10th, and the morning looked gloomy, and foreboded a showery day, however this did not deter the members and their fair friends from mustering strong on board the steamer *Queen of the Thames*, to witness the excellent display of nautical skill exhibited by the several crews engaged. The prizes were for two matches—in that of the third class, for vessels not exceeding 10 tons, a silver cup, value 20 guineas for first, and 5 sovs. for the second. In the extra match, which was to be sailed in two classes, viz; yachts from 20 to 35 tons and above 35 tons; each class to allow between themselves half-a-minute time; the larger craft in addition to the half-minute, to allow the smaller class one quarter-of-a-minute for every ton beyond 35 tons; the prize was a silver gilt cup and salver, value 50 sovs. for the first vessel, and 10 sovs. for the second. The terms of the extra match were, that no vessels should sail which had been built since January 1st., 1862, and to sail in their usual cruising order to the satisfaction of the sailing committee, to carry a boat, tables standing, &c., no shot bags or shifting ballast allowed and only usual fore and aft sails. No balloon or extra sails allowed. Crew not to exceed one man for every ten tons, or fraction of ten tons, and the owner, master, pilot and three friends. Open to yachts belonging to any recognized Yacht Club.

The course was from Erith to the Chapman Light and back for the third class; and from Erith to the Nore Light and back for the extra match.

Eleven vessels again entered and started altho' not in one class, viz:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
THIRD CLASS.					
1245	Vision.....	cutter	9	G. Harrison, Esq.	Benson
86	Bessie	cutter	9	J. H. Hedge, Esq.	Harvey
1237	Violet	cutter	9	Lord de Ros	Aldous
8	Ærolite	cutter	8	J. P. Dormay, Esq.	
EXTRA MATCH.					
641	Mars.....	cutter	37	G. Haines, Esq.	White
827	Queen.....	cutter	38	Capt. Whitbread	Wanhill
31	Amazon	cutter	46	H. F. Smith, Esq.	Harvey
296	Emmet	cutter	36	W. W. F. Hay, Esq.	Wanhill
471	Glimpse.....	cutter	36	J. Clark, Esq.	Spencer & Co.
64	Avalon	cutter	38	J. Goodson, Esq.	Harvey
1247	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey

The above vessels were all anchored off Erith Church in two lines,

the small craft were ahead of the large, and it was announced that the latter should start first, and the second gun should be the first of the small. Some degree of annoyance is generally experienced by those who are anxious to see both classes get underway when they are started so very close, especially when as in this case the extra match took the lead. On this occasion the sailing committee, we presume, so willed it, therefore grumbling was of no use.

The first gun was fired at 11h. 16m. 30s., and the second at 11h. 22m. They started in a drizzling rain with a strong E. or E.S.E. wind, which necessitated a beat down, rather an unusual thing with Thames matches, for if we were to trace back for some time, we think it would be a run down and beat back in nine cases out of ten. The Emmet was first to let go her spring, but the Volante first canted, the Avalon next, and the Volante took the lead. They were all rather tardy in setting their canvas, but the Mars had hers up first, and the Volante also soon got hers nicely sheeted home. As soon as they had all got their headsails on they stood towards the north shore, and beat through the Randa. Volante and Emmet set square-headed topsails, the others jib-headed. Several changes took place and off Purfleet the Amazon led, followed by Glimpse, Avalon third, and Volante fourth, Queen, Mars, and Emmet altogether. The wind now fell very light and all set square-headed topsails; several brigs and coasters were in the way and sadly hampered the yachts. In Long Reach the Glimpse made a spurt to pass Amazon, and the Avalon again headed the Queen who had slipped by her. Presently the Queen tried to pass her while on opposite tacks, but the Avalon being on the starboard tack compelled her to give way, and then Avalon stretched away for the Essex shore, where making too long a board, the Queen again went into third place. The Amazon and Glimpse still led the Volante, but in St. Clements the latter ran up to Amazon, where some sharp and obstinate work ensued, and as they stood over on the starboard tack they were very near running aground on the Kent shore, at length to avoid this Volante went about, and became the leading vessel. This little by-play brought the others to close quarters, and the Amazon had to yield the second place to Glimpse. In Gray's Reach more changes occurred, and the Glimpse and Avalon had a spurt which ended in favor of the former.

Entering Gravesend Reach the Volante led by some 200 yards, Glimpse second, about half that distance ahead of Amazon, and the other four in a batch about 400 yards astern, Mars last, showing no symptoms of winning, but she woke up all at once, passed the Queen, shot to windward of Emmet, and after a short tack off Tilbury Fort

came out from the lee of the Avalon, tacked and raced across her bows and took the fourth place, but which she did not long retain, for the Queen again succeeded in getting ahead of her. In the Lower Hope Volante was leading still, with Amazon second, Glimpse third, Queen fourth, Mars fifth, Avalon sixth, and Emmet last. Queen as they entered Sea Reach challenged Glimpse and passed her. The tide being now nearly done and the wind being much lighter the steamer instead of proceeding to the Chapman or the Nore as was intended, dropped her mud hook between Holy Haven and the Chapman, and the vessels rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Volante.....	2	25	0	Glimpse.....	2	30	40	Avalon.....	2	33	30
Amazon.....	2	26	0	Mars.....	2	33	0	Emmet	2	36	30
Queen.....	2	30	0								

Like the rounding on the previous day, here were all the vessels in one match rounding in less than 12 minutes. They rounded very gently, and most of them shifted jibs, but ballooners were tabooed. About halfway up the Sea Reach the wind spurted up and gave faint hopes of a good run back, but this did not appear to suit Glimpse, and it became evident that her running qualities require a powerful wind, for she was gradually passed by the fleet. Nothing material occurred until Amazon got the lead, and when in Long Reach Volante again ran up and challenged her, trying to pass to windward, this of course the Amazon could not permit, and as they would neither give the least advantage to the other, they were brought to their senses by finding the Kentish shore under their bottoms, and there they remained. In Erith Rands the Queen was the leading vessel, when the Avalon came up and tried to pass her to windward, which Queen, not approving, put her helm down, and they ran to the Kentish shore, Queen a little too close, as she touched and then stopped about half a mile from the flag buoy; her rival just escaped, but too late to take her former place, so the race with the large craft finished thus:—

	h.	m.	s.		h.	m.	s.
Mars	4	48	50	Avalon	4	50	5
Emmet.....	4	49	55	Glimpse	4	50	20

By the club measurement the Mars was the winner by 35 seconds, the Emmet being entitled to receive half-a-minute from her; but the latter was entered as only 32 tons, and before the start had protested against the club measurement as incorrect and excessive. It was urged that she was a *bonâ fide* 32 tonner; also that she had a certificate of the Royal Thames Yacht Club measurement for that tonnage. Glimpse also protested against her measurement. The Volante and Mars were

protested against for not sailing in seagoing trim, and the *Volante* charged the *Amazon* with luffing across her bows in Long Reach to prevent her passing, and running her ashore. The prizes were withheld until the sailing committee had given their decision on the several points mooted.

Now we will turn to the doings of the third class vessels, which were started at 11h. 27m., and in setting their canvas their celerity was much admired; it is astonishing how smart these little ones generally are. They were soon off, *Bessie* with the lead, which we believe she maintained throughout the day; the *Violet* was second, which place she also managed to keep up to the rounding, but just ahead of *Vision*, with the *Ærolite* in the rear. A boat was dropped from the steamer off the Mucking Light for them to round, and the time taken by the persons on board that boat was—

	h.	m.	s.		h.	m.	s.
Bessie.....	2	16	10	Vision.....	2	29	0
Violet.....	2	28	35	Ærolite	2	44	5

The attendance on the Extra Match prevents any detailed account of the doings of this class, and indeed it appears there was but little needed, for *Bessie* ran away from the others, and the *Vision* soon overhauled *Violet* on the return, but the latter stuck to her work, and it was not till within a mile of home that *Vision* could shake her off, and the race was finished as follows :—

	h.	m.	s.		h.	m.	s.
Bessie.....	4	25	45	Violet.....	4	35	30
Vision	4	33	30	Ærolite	4	40	0

The prizes in this class were presented, the first to Mr. Hedge, the owner of the *Bessie*, and the second to Mr. Harrison, the owner of the *Vision*.

After the prizes were delivered the company from the steamer visited the gardens belonging to the Hotel at Erith, and enjoyed an hour or so in rural amusements. The band of the Civil Service Volunteers added much to the enjoyment by their excellent attention to the wishes of the dancers.

ROYAL THAMES YACHT CLUB MATCHES.

JUNE 11th.—This is the third day's consecutive matches on the Old Thames, and as usual with this Club the Prince of Wales steamer being chartered for the occasion, was very comfortably occupied by the members and their friends. The vessel left London Bridge at ten o'clock

under the presidency of Alfred Cox, Esq., who gave such general satisfaction at the preceding match of this club.

There were two distinct classes, namely the second and fourth. In the first the renowned Phantom put in an appearance to win, if possible, her fiftieth prize, which was booked to be a certainty as she had got rid of her old opponent the Thought. But another old acquaintance had returned, the Emmet had entered against her so that there was a chance of her not carrying away the prize.

The first match was for second class vessels, above 20 tons and not exceeding 35 tons, the prizes being for the first boat a handsome silver tankard, value £50; for the second boat (if more than three started) a silver cup value £20.

The second match was for fourth class yachts, below 12 tons, the prizes being for the first boat, a silver jug value £30; for the second boat a somewhat diminutive silver cup value £10.

Prizes were also offered for an extra match between vessels which had never won a prize in the Club; but somehow this did not fill, and it was all the more mortifying as a similar match in the Royal London the day before had been most successful.

Course:—from Erith round the Nore Light and back; time half-a-minute per ton. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
SECOND CLASS.					
1083	Vampire.....	cutter	21	Capt. Commerell	Hatcher
296	Emmet.....	cutter	32	W. W. F. Hay, Esq.	Wanhill
802	Phantom	cutter	27	S. Lane, Esq.	Penny
1263	Waterlily.....	cutter	26	T. M. Doddington, Esq.	Wanhill
FOURTH CLASS.					
1237	Violet	cutter	9	Lord de Ros	Aldous
743	Octoroon	cutter	12	Cecil Long, Esq.	Hatcher
8	Ærolite.....	cutter	8	J. P. Dormay, Esq.	
1275	Wasp	cutter	12	Col. A. Swinton	
86	Bessie	cutter	10	J. H. Hedge, Esq.	Harvey
402	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
836	Quiver	cutter	12	Capt. Chamberlayne	Owner

The above is the Royal Thames Yacht Club measurement.

The Vampire, Violet, and Folly did not start,—the reason of the latter not starting is easily accounted for—her sprung mast; ut why the others did not start we have not heard. Surely the Vampire has not lost courage as well as speed since Mr. Wheeler was her owner.

On arrival at Erith the yachts were found at their moorings ranged

in two lines, the lesser craft were first, and it was arranged that they should start first, and the larger vessels ten minutes later. There were a great number of merchant vessels, barges, &c., going down which hampered the yachts very much. The first gun was fired at 11h. 36m. 50s, and the second at 11h. 43m. 10s., being delayed to get a clear passage. The Octoroon not being in the tide got broadside on, and at length began to drag. Wind veering from S.W. to W.S.W. Octoroon had the lead at starting, followed by Ærolite, Wasp and Bessie beam and beam, whilst Quiver appeared in irons, and had a bad start.

The Bessie and Wasp shortly afterwards raced up to Ærolite and they were beam and beam off the pier, when Bessie made a spurt and cleared herself from her rivals, and went rushing after Octoroon. As the same destination was appointed for all, we will bring up the second class—the first gun for them was fired at 11h. 45m. and the second at 11h. 50m. 30s., the strength of the wind and the quarter from which it came rather hindered the setting of canvas, and Waterlily appeared in trouble. Phantom first set sails and trimmed, and started with two reefs down and a small jib. The others had one reef down, Emmet had topmast on end, all the others in both classes had theirs housed. In Erith Rands the Emmet gained on Phantom, but could not overtake her.

Entering Long Reach the Wasp was found disabled, having carried away her bowsprit, and not having wherewith to rig a jury she gave up. The Waterlily had a short struggle with Emmet when the latter again shook her off and raced after Phantom. The pace down this Reach was very fast, and from the going of Phantom, who had now the race to herself, appeared to be of short duration. In St. Clements the wind fell light and Bessie succeeded in gaining the lead of Quiver, who had passed her somewhere in Long Reach; Octoroon ploughing ahead unmolested. Nothing occurred in their positions, for in the Hope the Octoroon was leading considerably, and the wind being very strong the Bessie (which was leading the Quiver about 100 yards) lowered topsail. Off Thames Haven Phantom passed Quiver and Bessie, and off the Chapman she passed Octoroon; Emmet also drew upon Octoroon and passed her, and just below the Chapman the Quiver began to overhaul Bessie, and off Southend passed her.

The state of the wind had made the run very fast, and the little craft behaved well on their unusual trysting ground. The Nore was rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phantom	2	24	20	Octoroon.....	2	29	30	Bessie.....	2	35	20
Emmet	2	25	20	Quiver.....	2	34	30	Waterlily.....	2	36	50

The tide had done when they rounded; Phantom had two reefs down, Emmet with a jib-headed topsail over a reefed mainsail. The vessels all rounded well, but Bessie seemed the smartest, and immediately began to draw upon Quiver, which had two reefs down, whilst the Bessie was very stiff under whole sail. The wind had veered to S.S.W., so that they stood well up into the Lower Hope, when the Emmet began to close up with Phantom, and some splendid sailing took place between them. In working up the Blyth their lee bulwarks were repeatedly submerged, as they rushed through the water.

Quiver and Bessie in Gravesend Reach had a fresh spurt together, and it was a very interesting sight, but the latter could not gain sufficiently to save her time from her more formidable rival. All doubt about the first prize in their class had vanished, as the Octoroon kept on increasing her lead. There were no changes from the time of rounding at the Nore, and the matches finished at Erith thus:—

	h.	mr.	s.		h.	m.	s.		h.	m.	s.
Phantom	5	18	20	Octoroon	5	29	30	Bessie	5	35	20
Emmet	5	21	10	Quiver	5	34	30	Waterlily	5	46	25

At the conclusion of the race the yachts came alongside and Mr. Lane received his fiftieth prize from Mr. Cox:—a handsome silver cup and cover. The second prize in this class was not awarded, as only three vessels started. Mr. Long received for his prize a silver punch-bowl on an ebony base, and the second prize—a pretty little cup—went to the Quiver.

There were many moving incidents during the day, and among others two or three vessels went ashore. Just before starting, a large schooner ran into another and carried away her jib-boom; and a brig put her bowsprit through the mainsail of the Mars, nearly tearing it in half. There was a large party of ladies on board the Mars, and sooner than disappoint them, her owner Mr. Haines set a storm trysail, and accompanied the match. Many other yachts also went down with the racers, and the squalls were so frequent that several of them, as well as some of the vessels engaged, returned with their racing flags and burgees torn. The Psyche (Colonel Cumberlege), who had with the Mars entered for the extra match, (which did not fill) went round the Nore with them. In addition were the Water Lily (yaw!) Lord Alfred Paget; Phœnix, H. Green, Esq., in mourning for her late owner, Richard Green, Esq.; Siren, T. Groves, Esq.; Shadow, W. O. Marshall, Esq.; Glimpse, J. Clarke, Esq.; Intrigue, schooner, F. K. Dumas, Esq.; Amazon, H. F. Smith, Esq.; Night Thought, J. D. Lee, Esq.; Amber Witch, Capt. Bacon; Volante, H. Maudslay, Esq.; Mars, G. Haines, Esq.; and many

others. Lord Alfred Paget was warmly greeted on the way down, and as he passed the steamer on the return a very kind compliment was paid him by the band playing "Auld Lang Syne" in his honour, and afterwards, "There's a Good Time Coming." His Lordship acknowledged the compliment, evidently understanding the spirit which dictated it.

The band, under Trumpet-major Cubis, was, as usual, most industrious. The captain of the steamer gave his company a good view of the race, and the comestibles provided by Watt, the steward, were all that could be desired.

This was one of the fastest races ever known by the Phantom, time occupied being 11 hours, 27 minutes, 50 seconds. She was sailed by her old Captain, Tom Dutch of Itchen Ferry. The steamer landed its company at London Bridge at half-past seven.

Hatcher has been very fortunate this year on the Thames.

ROYAL WESTERN YACHT CLUB OF IRELAND REGATTA.

On the 18th of June this regenerated and rapidly rising club held its second annual regatta, at Queenstown, since receiving the Admiralty warrant to hoist the blue ensign, (with crown of gold, surrounded by a wreath of green shamrock in the fly,) and we may congratulate the members on the excellence of the arrangements and the satisfaction given to all parties concerned. The annexed description of the proceedings have been forwarded to us by some friendly hand, and we thank him, trusting others will follow so good an example.

The day opened with very fine weather, and continued so till about four p.m., when a drizzling rain began to fall. The fineness of the earlier part of the day attracted a good many visitors from Cork and the intermediate and surrounding places. There was a total absence of tents and marquees, and the result was the observance of perfect decorum by the crowd who thronged the streets. An additional force of constabulary had been drafted in from the outlying stations, but their presence was wholly unnecessary. The harbour presented a spectacle of picturesque beauty, the fine fleet of yachts ornamenting its waters with their graceful lines and snow-white sails, the bolder outlines of the war ships and merchant vessels contrasting with those of their tiny neighbours, and making up a whole of more than ordinary loveliness. The flagship Hastings, the guard ship Hawke, her Majesty's ships Advice, Ferret, and the seven gunboats in the harbour were decked out in bunting, as were all the flagstaffs along the beach, and several of the

merchant vessels in the immediate vicinity of the town. The promenade took place upon the Admiralty Pier, which was tastefully ornamented with evergreens, flags, &c. Here the bugle band of the dépôt battalion 20th regiment, under the direction of Sergeant Hill, and an excellent band from Dublin, performed a variety of airs and selections. Refreshments were supplied on the promenade by Mrs. Martin, Prince's-street, Cork. Admiral Sir Lewis T. Jones, Commander on the Irish Station, and Port Admiral at Queenstown, was amongst the earliest visitors to the promenade, and soon after the starting of the principal race he proceeded with a large party on board the gunboat Blazer, Mr. Raymond, commanding, to view the yachts at sea. The real business of the day was of a most interesting nature. The chief event was the following race, which for the spirit with which it was contended, the splendid feats of sailing performed by some of the competitors, and the variety of the phases which it presented at different periods, has never been surpassed at any of our regattas.

Her Majesty's Cup Race—open to all yachts of 10 tons and upwards. Time race—half Ackers' scale, and below that half minute per ton. The yachts which competed were :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name of Yachts	Rig	Tons	Owners	Builders
193	Crusader	cutter	30	J. Sladen, Esq.	Fife
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship. Co.
179	Coolan	cutter	34	G. Robinson, Esq.	Wanhill
63	Avalanche	cutter	50	J. Wheeler, Esq.	Wheeler
930	Avoca*	cutter	40	H. H. O'Brien, Esq.	Wheeler
806	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
807	Phryne	cutter	56	T. Seddan, Esq.	Hatcher
497	Heroine	cutter	49	J. C. Atkins, Esq.	Inman
978	Surf	cutter	54	C. T. Couper, Esq.	Fife
275	Echo†	cutter	36	G. Putland, Esq.	Wanhill

The course, which was about thirty-five miles in extent, lay as follows :—From the Admiralty Pier, round Spit Light, out of the harbour, round a flagboat moored off Trabolgan, thence to a flagboat moored off Roche's Light, thence to a flagboat in Ringabella Bay, thence into the harbour, and rounding the Bar Rock Buoy on the port hand, going over the same course again as before, and finishing opposite the Admiralty Pier.

* The Avoca was Sir John 'Arnott's Sibyl, and has been renamed since our List was printed.

† The Echo's tonnage is misrepresented in the List, as 50 tons.

At twelve o'clock to the second the starting gun was fired from the gunboat *Saudfly* (commanded by Mr. Smith), which was moored abreast of the Admiralty Pier, and the ten yachts named slipped their moorings and started with a regularity seldom observable on such occasions. The *Heroine* and *Surf* were enabled to run immediately upon the wind, and therefore led out, but it is to be regretted that most of the other yachts were prevented from getting thoroughly underway for a considerable time, owing to yachts, not in the race, being in their way, and thus rendered it positively dangerous for them, closely ranged as they were, to drop off. This *contre-temps* caused some embarrassment and discontent for a few minutes, but the whole finally got well underway, and they then dropped down the harbour in the following order:—The *Heroine* led, closely followed by the *Surf*, which was succeeded by the *Phryne*, *Avalanche*, *Vindex*, *Crusader*, *Avoca*, *Phosphorus*, and *Coolan* respectively. When running down for the Spit Light, in the face of a fresh breeze from E.N.E., the yachts were compelled to tack frequently, and the appearance which they thus presented, all lying well to the wind, was extremely beautiful. The *Heroine* was still leading for the Spit, when the *Echo* crept up beautifully and was the first to round it. This she was enabled to do by running very close to the Light, while the *Heroine* tacked off to windward. The *Surf* was a good third rounding the Spit. The *Heroine* quickly resumed the lead and ran away from all the rest at a splendid pace. She continued to improve her advantage as she approached the harbour's mouth. The seven other yachts rounded the Spit at equal distances, and when the last had rounded, the whole fleet stood away on the starboard tack, the *Heroine* being a good mile ahead of the second, while all the others followed within the compass of half a mile. The *Coolan* still stood last as the yachts passed to the S.E. of Spike Island. All ran well thence to the Lighthouse, till reaching which little change took place in the respective positions of the yachts, the *Echo* being the only one which lost her position.

At 12h. 40m. they passed the lighthouse in this order:—*Heroine* first; *Surf* second; *Phryne* third, and *Vindex* fourth, with the others following in a cluster. In this order the eastern flagboat was rounded; and at 1h. 30m. p.m., the *Phryne* was leading, being half her own length to windward of *Surf*. The *Heroine* had lost considerably while crossing the harbour, and was now third.

At 1h. 35m. p.m., the yachts passed the flagboat in Ringabella Bay thus:—*Phryne* first; *Surf* second; *Heroine* third—each being about thirty yards apart from the other. *Phryne* led well into port, followed by *Surf*, and the *Heroine* resigned her place of third to the *Phosphorus*.

The race might now be fairly said to be between these four yachts, and the contest which followed was most interesting and spirited. The yachts rounded the Bar Rock Buoy as follows:—

	h. m. s.		h. m. s.		h. m. s.
Phryne	2 13 1	Vindex.....	2 17 14	Echo	2 26 16
Surf	2 13 56	Avalanche	2 18 2	Coolan	2 28 14
Heroine	2 16 13	Avoca	2 15 18	Crusader.....	2 30 10
Phosphorus ...	2 16 29				

In this order they again left the port, and as they passed Roche's Point at 2h. 40m., they stood thus:—Phryne, Surf, Phosphorus, Heroine, the latter having again resigned the third place to Phosphorus, with which she kept up a smart competition, while the distance between the first and second yachts was but thirty yards. At 3h. 19m. 30s., when running for the flagboat in Ringabella Bay, the Surf overhauled the Phryne and thenceforth kept the lead. The run up before the wind was done beautifully, and at a spanking pace. The yachts were timed on coming abreast of the flagstaff on the Admiralty Pier, as follows:—

	h. m. s.		h. m. s.		h. m. s.
Surf	4 11 28	Heroine	4 30 4	Avoca	4 35 30
Phryne	4 11 57	Avalanche	4 30 13	Coolan	4 39 44
Phosphorus ...	4 13 25	Echo	4 34 55	Crusader.....	4 47 25
Vindex	4 19 54				

The Surf was thus the winner of Her Majesty's Cup by about 47 seconds.

The race for the Inman Challenge Cup was postponed, as most of the yachts entered were engaged in the before-mentioned race.

The next attractive feature in the day's amusement was the rowing matches. These were of a very superior character, and some excellent rowing took place.

The first was open to four-oared whaleboats, on the condition that three should start, the prize offered being 3 sovs. for the first boat, and 1 for the second. The Mayflower, Shine owner; beat Ellen, Cox, second, and Rose, Pumfrey, third. The Mayflower started with a lead and kept it throughout, although hard pressed by Ellen.

The second race was between men-of-war gigs, the prize being 4 sovs. for the first boat. There were four entries, viz.—Hastings' galley; Admiral Jones's galley (pink flag); Hawke's gig; Admiral Jones's second galley (red, with a white cross). This was the best race of the day. It was contested with unusual spirit, and we feel bound to say that we never witnessed better or more skilful rowing than that exhibited by the several crews. In fact, it was apparent that the strength and sinew of our noble British "tars" was under trial, and the

prestige which they have won as oarsmen throughout the world was fully and amply vindicated on the present occasion. After a most exciting race, the boats arrived before the Admiralty Pier in the following order :—Hastings' galley, steered by Barrett, 1 ; Admiral Jones's galley, Smith (pink), 2 ; Hawke's gig, Murphy, 3 ; and Admiral Jones's galley (red, with a white cross), Crotty, 4. The galley belonging to the Hastings was consequently the winner.

The third race was open to boats pulled by naval apprentices. The prizes were—first boat, £3 ; second boat, £1. There were four entries, consisting of the Hastings' cutter, and the first, second, and third cutters belonging to the gun brig *Ferret*. The pulling was excellent, and the young fellows who joined in the race exhibited no small amount of tact and skill in the management of the oar. With their usual jollity and good spirit, the boys entered into the excitement of the proceedings with the utmost animation and earnestness ; and, as if the honor of their ships' company was at stake, devoted their best efforts to the accomplishment of the desired effect. At the conclusion, it was found that the Hastings' cutter had won the race, the first cutter of the *Ferret* coming in second. Lieutenant Mansell, however, on the part of the crew of the latter, lodged an appeal against the prize being given to the Hastings' boat, on the ground that she was manned by several first-class boys, in contravention of the terms of the regulations laid down by the committee.

The next race was between first-class whale boats, the prize being a sweepstakes of 3 sovs., 5 to be added by the committee. Three boats ran, namely, Spike Island artillery boat ; Captain O'Bryen's gig ; and the *Times* galley. The former won, after a sharp contest.

A punt chase followed, which occasioned considerable amusement, after which the sports of the day came to a conclusion.

It is right to mention that the arrangements provided by the committee for the comfort and convenience of the public were of the most perfect character, and the accuracy and punctuality observed in the starting and timing of the various races, reflected the highest credit upon its several members. The Cork and Passage Railway Company ran special trains throughout the day, and the River Steamers Company also afforded unusual facilities of communication on the occasion.

Second Day, June 19th.—The weather was beautifully fine, up to the last race, a good stiff breeze blowing from the northward. The attendance of visitors was even larger than on the previous day, the promenade being thronged by a very large and fashionable attendance. The performances of the two bands—that of the dépôt battalion, 20th

regiment, and the Dublin band, added much to the enjoyment of the visitors, and was deserving of the highest praise. The "business" of the regatta was of a most interesting and exciting nature, and the great mass of those who had flocked into the town appeared to derive an amount of enjoyment from it which, perhaps, has never been exceeded at any regatta in our harbour. The influx of visitors was facilitated by the very admirable arrangements made by the Cork, Youghal, and Queenstown Direct Railway (on both days), the regularity with which they were carried out being highly creditable to Mr. Parsons, traffic superintendent. The arrangements made by the Cork and Passage Railway Company, and the River Steamers' Company, was also most efficient, and gave general satisfaction. The manner in which the "business" of the regatta was conducted merited much praise, the regulations of the committee of the Royal Western Yacht Club being found to work most satisfactorily, and it is but awarding merit where merit is due to say that to the untiring energy displayed and trouble taken by Captain Seymour, J.P., to bring the regatta to a successful issue, its success is to a large extent due. The races which took place were of a most interesting and exciting nature. The principal events were two excellent yacht races—the one for the cup (value 50 sovs.) presented to the Royal Western Yacht Club by Sir Robert Peel, M.P., and the other for the Inman Challenge Cup, recently presented by William Inman, Esq., Liverpool. The less important races were also of an attractive character, and were admirably contested. At twelve o'clock the regatta commenced with

The race for the Peel Cup, value 50 sovs., to which the committee added 25 sovs.—open to all yachts of 10 tons and upwards. Time race—half Ackers' scale, and below that half minute per ton.

The course was the same as in the race for Her Majesty's Cup. The following yachts competed :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name of Yachts	Rig	Tons	Owners	Builders
748	Osprey	cutter	62	E. W. Nunn, Esq.	White
978	Surf	cutter	54	C. T. Couper, Esq.	Fife
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.
806	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
497	Heroine	cutter	49	J. C. Atkins, Esq.	Warhill
807	Phryne	cutter	55	T. Sedden, Esq.	Hatcher

The wind was but slight when the start took place, and the yachts, therefore, fell off but slowly. The Phryne led off, the Osprey and

Phosphorus followed together, with the Surf and Heroine also together and the Vindex last. Phryne led away beautifully for the Spit, on the approach of the yachts to which the wind freshened up from the northward, and the pace was considerably improved. Phryne was the first to round the Spit, Osprey being a fair second. Phosphorus and Heroine still abreast, followed by Surf, and Vindex last. When about half-way between Spit Light and Spike, Vindex crept well up to Heroine, and ultimately passed her. The order in which the yachts left the harbour was as follows:—Phryne leading about half a mile, Osprey, Phosphorus, Surf, Heroine, and Vindex being separated by about half a length from each other. At 12h. 50m. p.m., when passing Roche's Point, Phryne was leading by a considerable distance, Phosphorus being second, Vindex third, Osprey fourth, Surf fifth, Heroine last. The eastern flagboat of Trobolgan was passed at 1h. 18m. by the Phryne, who still kept a good lead, Phosphorus second, Vindex third, Surf fourth, Osprey fifth, and Heroine sixth. At 1h. 40m. p.m., when passing Roche's Point, Phryne was still leading by eighty yards; and at two o'clock the Osprey overhauled the Surf, and took her place. The other yachts continued to occupy the same relative positions as they entered the harbour.

The Bar Rock buoy was rounded by the Phryne first, who was every moment improving her advantage, the Phosphorus followed about a mile astern, and was succeeded by Vindex, with whom she entered into a very close contest. The Surf was the next to round, followed by Osprey and Heroine. Phryne got away like a racehorse, after rounding the buoy, and no doubt could be entertained thenceforward that she would be the winner. Phosphorus made a fine effort, leaving Vindex behind, but neither could hope to overhaul the leading yacht. When passing the Cow and Calf, at 2h. 59m. 14s., Phryne was leading by the entire breadth of the bay intervening between that and Carlisle. Vindex here went ahead of Phosphorus, passing the Cow and Calf at 3h. 5m. 36s., Phosphorus followed at 3h. 6m. 0s.; Surf, 3h. 9m. 40s.; Osprey, 3h. 12m. 15s., and Heroine, 3h. 13m. 15s. No material change took place during the remainder of the race, and on their arrival abreast of the flag-staff of the Admiralty Pier they were timed thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	4	33	10	Phosphorus ...	4	44	30	Osprey	4	51	40
Vindex	4	44	0	Surf	4	48	25	Heroine.....	4	57	5

The Phryne was, therefore declared the winner of the cup.

The next race was for the Inman Challenge Cup value 50 guineas, presented to the club by William Inman, Esq., of Liverypool, with a

purse of sovereigns added. Same course and conditions as in the race for the Queen's Cup.—The following started :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
275	Echo	cutter	36	G. Putland, Esq.	Wanhill
63	Avalanche	cutter	50	J. Wheeler, Esq.	Wheeler
193	Crusader	cutter	30	J. Sladen, Esq.	Fife
930	Avoca.....	cutter	40	H. H. O'Bryen, Esq.	Wheeler
179	Coolan.....	cutter	34	G. Robinson, Esq.	Wanhill

This was one of the prettiest races that has occurred at Queenstown for a long time. The start took place at one o'clock precisely, and was most admirable. The Avoca led off, closely followed by the Avalanche, Crusader coming next, with Coolan and Echo succeeding. Coolan was for two or three minutes delayed by some difficulty in hoisting her jib, and it was creditable to her that the want of it did not prevent her maintaining the position she had taken at the start. When the jib had been hoisted, she overhauled the Crusader, Echo then falling to the last place. The wind here died away almost to a zephyr, and the progress to the Spit Light was, therefore, somewhat protracted. The wind however, soon after shifted from N.W. to N.E., and freshened up, when the race really began. Avoca led beautifully round the Spit, but immediately after met with some unaccountable delay, apparently from having touched the bank, and allowed the Avalanche to gain upon her. Again she resumed the lead and stood well away for the fort. The Crusader, which rounded the Spit third, now got the full benefit of the fresh wind and slipped up to Avalanche. Presently she shot rapidly ahead, and took the lead of all, leaving Avoca and Avalanche abreast, Coolan followed next, and Heroine far behind. The Avoca, Crusader, and Avalanche led alternately. They had passed behind Spike Island, when Avoca resumed her original position. Thus they left the harbour, Avalanche being a good second, with Coolan third, and Crusader and Echo almost beam and beam. When rounding the eastern flagboat, Avalanche led, Avoca being second, and Echo third. Avoca led by eighty yards. When passing the southern flagboat, at 2h. 5m., Echo being second, Avalanche third, and Crusader fourth, and Coolan last. At 2h. 15m. Echo was leading, but her good fortune was but transitory. Soon after, Avalanche resumed the lead, and stood in for the harbour at a good rate. The Avoca followed with Crusader, coming well up on her starboard quarter. Some slight variations took place, till the yachts rounded the Bar Rock Buoy, being timed as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Avalanche.....	5	21	34	Echo	3	28	45	Coolan.....	3	33	30
Avoca.....	3	27	13	Crusader.....	3	30	33				

The Avalanche stood out to sea with a magnificent lead, leaving the others nowhere, and though the Avoca repeatedly threatened to supersede her, she still maintained her ascendancy to the last. A slight foul took place between the Avalanche and Avoca when rounding the eastern flagboat the second time, but led to no serious result. The Avalanche again led into port on the run home, and as the yachts came abreast of the Admiralty Pier, they were time as follows :—

	h.	m.	s.		h.	m.	s.
Avalanche.....	5	42	5	Avoca.....	5	54	20
Echo	5	52	45	Crusader	5	56	50

The Avalanche was therefore, the winner, and satisfaction was felt at the Cup being kept in the port.

The next race was for sailing boats, under 28 feet over all, for a cup, value 5 sovs. The Lady Audley beat Shamrock, Lapwing, and Yankee, after a very spirited race.

This was followed by a race between coast-guard boats, when the Whitegate station boat beat the East Ferry and Crosshaven boats, winning 4 sovs.

In a four-oared whale boat race, for 3 sovs., the Mayflower beat Ellen, Rose, and Wild Irish Girl (Ellis), after a smart pull.

Men-of-war cutters then contended for two prizes of 5 sovs. each. Four boats ran—the Hawke's cutter, No. 1; Hawke's cutter, No. 2; Hastings' cutter and Ferret's cutter. This was a splendid race and attracted much attention and admiration. The Hastings' cutter carried off the first prize.

The final rowing match was one that was regarded with a large amount of interest, but the result scarcely came up to the anticipations indulged in. It was a first-class gig race for a challenge cup value £20.

Two boats entered, viz.—Dream, C.H.R.C.—Crew—Mr. Corbett (stroke), Mr. Mintear, Mr. O'Connor, Mr. Daly, and Dr. Drinan (cox.) The second was a boat entered by the officers of the garrison, of which the following was the published crew (the cox. not being mentioned)—Lieutenant Ellis, Captain White, Captain Anderson, and Captain Robinson. The start took place shortly after five o'clock, when the Dream went off with the lead. The course was about two miles and a half in length, being from the Admiralty Pier, round the Kingfisher, moored to the eastward, thence round the Hawke to the westward and back to the pier. The Dream obtained a lead of about five lengths when rounding the Kingfisher, and this she maintained with some occa-

sional variations till the close, when she came in the winner by four lengths, having run the course in about twenty minutes. The pulling throughout was good.

A thick mist now set in and put an end to the races. The promenade was cleared soon after. Thus concluded one of the most agreeable and exciting regattas that Cork Harbour has been the scene of for many seasons. All credit is due to the Royal Western Yacht Club of Ireland, which originated it, for providing so enlivening a treat for the town of Queenstown, and an opportunity for so much real enjoyment for the inhabitants of Cork and vicinity, while it has done not a little to advance the delightful sport of yachting. The utmost harmony and good feeling prevailed throughout the proceedings.

At nine o'clock a magnificent pyrotechnic display took place on the promenade, under the direction of Mr. Hodsmen (Dublin), and this, we may add, was one of the most brilliant events of the kind we have ever witnessed. An immense concourse of people from Cork and elsewhere was present, and all derived the utmost gratification from the display. The members of the Royal Western Yacht Club dined last night at the club, and closed the celebration of this most successful of the club's achievements in appropriate social enjoyment. The regatta, which is now a thing of the past, must also be said to have done much towards advancing the Royal Western Yacht Club to the position of high consideration in the yachting world, which it desired to attain.

DUBLIN BAY SUBSCRIPTION CUP.

THE second heat for this cup was sailed on the 3rd June, and if possible under even more favourable circumstances of wind and weather than on the previous occasion. The wind was a nice steady breeze from W.N.W., just sufficiently strong to insure a rapid race without preventing the racers from carrying their largest canvas, while, from its direction, the long beat up from the Kish lightship to East Bar buoy showed their weatherly qualities better than a mere run or reach. The sun shone out warm and bright; and the number of yachts accompanying the match made the scene most beautiful and animated.

Only four yachts came to their stations, as previous experience had convinced the owners of the schooners and of the three smaller cutters how slight their chance would be on such a day. The Echo had the westward buoy, next her Banba, Storm and L'Eclair in order of their

names ; but as the wind was quite free out of the harbour, and to the lightship, one station was as good as the other.

At two o'clock the first gun was fired to make ready, and at 2h. 5m. exactly another gun, the signal to set head-sails and go. Echo was first round the pier head, L'Eclair next Banba and Storm together, all under balloon topsails except L'Eclair, and, under the conditions of the race, with booms either in their foressails or big jibs ; wind dead aft, and they kept close together, going very fast with a strong ebb tide under them. The Storm drew out from the rest, and rounded the lightship one minute and a half ahead, the other three going round in a cluster—Echo next the ship, L'Eclair outside. It was then in large topsails with all except L'Eclair, and a close haul on the wind toward the point of Howth on port tack, but, feeling the tide still going to the southward, all soon went about, and on the first tack Echo weathered L'Eclair. On the next, however, L'Eclair fairly eat her out of the wind, and from this point the race was no longer in doubt as L'Eclair held a better wind than the rest, and increased her lead each tack. She rounded the South Bar buoy at 5h. 5m., from which there was a two mile run to the harbour S.b.W., and went beautifully, accompanied by a crowd of other yachts and by the Kingstown steamer, which came out of the river at the very nick of time to give her passengers a view of the race. The flag-ship (Gitana) was reached—L'Eclair, 5h. 22m. ; Echo, 5h. 30m. ; Storm, 5h. 35m. 50s. ; Banba, 5h. 40m. 6s. ; L'Eclair thus winning easily. She had now won the prize twice, and according to the terms she should win it three times before retaining it.

On the 10th June, the third heat for this cup came off with the usual good fortune of the subscribers as regards the weather, and with the advantage to the spectators that the wind, instead of blowing out of the harbour as it usually does, was almost directly into its mouth, which obliged the racing yachts to beat out, and afforded a much longer and better view than when they go off under their large topsails and jibs, and are away like a flash of lightning. The position of the stations was on this occasion of very considerable importance, and Echo had the westward and worst berth, the wind easterly and very light ; next to her was the Banba, then the Storm, with L'Eclair to windward, which, together with the fact of her wins on the two previous days, made her a great favourite, especially as her well-known weatherly qualities would be well served in the long beat, $6\frac{1}{2}$ miles, to the light-ship.

The first gun was fired 2h. 2m., and the second exactly at 2h. 7m., L'Eclair immediately jumped off her spring, but the Storm was as quick, and nailed her near the harbour's mouth, but somewhat un-

accountably let her go, without any attempt to stop or hold her under her lee, and she shot through the pier heads at 2h. 15m ; Banba next, 2h. 15m. 30s ; Storm, 2h. 15m. 47s. with Echo close astern. All had their large working topsails and second jibs, except Banba, who had a jib-headed topsail, and Storm her large one, with a jack-yard on the gaff, but which did not seem to serve her at all in the long stretch on a wind which she had to make. L'Eclair went away at once in her usual style, with Echo after her, but before she settled down to her work, and got into L'Eclair's wake, she was fully three minutes astern. Storm went fast through the water, but fell bodily to leeward, and Banba held a good wind, but dropped gradually into the rear. The wind was very light, but seemed likely to stand in the same point as it was blowing, while the warning drum hung at the lighthouse seemed strangely out of place with a warm, bright sun, light wind, and a sea like oil, all traces of the strong breeze and heavy sea of the day before having vanished.

At 3h. 5m. Echo tried a dodge on L'Eclair, and tacked to starboard, standing across the Bay for the Baily Light, and L'Eclair at once followed her example, which was just what she was wanted to do ; but soon smelling a rat, and guessing that she was only wanted to overreach her mark, and have to run back to it with loosened sheets, she at 2h. 12m. went about again, instantly followed by Echo, the other two now a long way to leeward, holding on their reach. L'Eclair continued to gain, and rounded the ship at 3h. 51m. (very slow progress so far), Echo at 3h. 59m, and just at the same time Storm also tacked for the ship, but distant upwards of a mile. It was now out with balloon jibs in both vessels, and the Echo sent up her balloon topsail, thirty-seven feet with a jack-yard on her gaff, which soon began to lug her along with a will, and she commenced quickly to draw on L'Eclair. Wind very light and dead aft, so both set topsails as a sort of squaresail, but with little effect.

Opposite the harbour the Echo had fairly drawn up to her antagonist, and the usual jockeying commenced, both luffing up right out of their course, to the great satisfaction of the others, who were coming along pretty fast on the straight course ; but before much mischief was caused the wary pioneer of the Echo perceived their little game, and at once put his helm up, and away the two went abreast for the East Bar buoy, L'Eclair to windward. When near the buoy, however, the wily skipper of the Belle schooner—whose services had been secured on board the Echo, and of whose crafty tricks and dodges of the same description in former days many legends are recorded in the racing annals of the

Bay—quietly edged his rival pretty close to the buoy, then pinning in his own mainsheet he let L'Eclair lead, and suddenly hauling across her counter with his bowsprit within an inch of her topsail-sheet between her and the buoy, went out fairly on her weather, his big balloon-jib becalming and stopping his adversary until the shoot was well accomplished. The reach to the South Bar buoy took little time, but the Echo went out clear ahead, and shifting her jib before rounding for a beautiful No. 1 working one, she flew by the mark at 6h. 32m ; L'Eclair 6h. 33m. 30s ; Storm 6h. 45m ; Banba about 6h. 49m.

It was then a dead beat to the harbour, two miles, with a very light wind, and L'Eclair was soon at her old game, creeping up to windward ; but the Echo, her big topsail sitting like a card, and her fine jib doing its work to perfection, cared nothing for her, and rattled through the water at a pace which made her forereaching a greater gain than the weatherly qualities of the other could wipe off. At 7h. 27m. both tacked close under the Western Pier, Echo now with a lead of more than her time, and looking all over like a winner. The hauling buoy within harbour's mouth was passed, Echo at 7h. 36m. ; L'Eclair 7h. 39m. 41s ; when—hard fate after so close a match !—the Echo carried the very last breath of the wind past the flag-vessel at 7h. 46m. 59s ; while the poor L'Eclair was left dead becalmed in the middle of the harbour, and after a long struggle to get by was obliged to be ignominiously towed to her moorings, the same fate happening to the Storm and Banba, who were lucky to get in at all.

Thus ended a most interesting and exciting race, at least to the actors therein, and Mr. G. Putland keeps the cup until September 9th, when it will be again sailed for, and if L'Eclair can again manage to do the trick, her owner will retain it as his own property ; but if the Echo wins, the tie between them must be sailed off most probably on the 16th of that month.

ROYAL THAMES YACHT CLUB MATCHES.

THE *finale* of the racing season was on Saturday, June 27th, when two schooner matches were contested. The morning gave sundry indications of a showery gusty day, and all were agreeably disappointed, for after a slight sprinkle it was remarkably fine and a steady whole sail breeze from S.W. to W.S.W. reigned predominant throughout.

The Prince of Wales steamer was chartered, and the band of the Life Guards was in attendance. As we were quietly waiting for the

hour of ten, a sudden cheer announced that something unusual had occurred, and on repairing to the gangway, the cheerful smile of the noble commodore (Lord Alfred Paget,) as he acknowledged the welcome, foretold the fact that the late unpleasant differences in the club, had at length been arranged and that he had once more resumed the presidency. To all those who were anxious for the continued prosperity of this the largest aquatic club in the world, the presence of his lordship was most gratifying, and gave pleasure and satisfaction to a very numerous company.

Within six minutes after ten o'clock, a.m., the warp was cast off and the steamer was threading her way to Gravesend, where the matches were to commence. Shortly before twelve, noon, she arrived, and seven yachts in two lines were observed riding at their moorings, with springs ready to let go on receiving the command.

The prizes offered were two in number, the one for first class schooners exceeding 100 tons, plate of the value of 100 sovs.; and for the second class, *not* exceeding 100 tons, plate of the value of fifty sovs. The vessels to be the property of members of the club.

Course from Gravesend to sail round the Mouse Light Vessel and return to Gravesend. The following vessels entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
FIRST CLASS.					
415	Galatea	schooner	143	T. Broadwood, Esq.	Hansen
472	Gloriana.....	schooner	134	A. O. Wilkinson, Esq.	Ratsey
17	Albertine	schooner	155	Lord Londesborough	Inman
13	Albatross	schooner	110	T. Brassey, Esq.	Can. In. Wks.
SECOND CLASS.					
169	Clytie	schooner	64	Capt. F S. Clarkson	Inman
	Fleur de Lys.....	schooner	77	W. H. Birch, Esq.	Aldous
351	Intrigue	schooner	83	F. K. Dumas, Esq.	Ratsey

The preparatory gun was fired at 12h. 2m. for the smaller schooners to start, and the second gun, which was the first for the larger craft, at 12h. 7m., Clytie was the first to swing, and hoist her mainsail, Fleur-de-Lys second, Intrigue third—somewhat slow at getting away in consequence of some of her gear fouling; she, however, when in trim was the first to set main-gaff-topsail, Fleur-de-Lys followed suit, and set both fore and main-topsails.

At 12h. 12m. the second starting gun was fired, and the Gloriana very majestically slipped from her spring, followed by Galatea, then Albertine also attempted, but Albatross impeded her, in consequence of

remaining stationary at her moorings. When the *Albertine* began to swing there lay the other without the least symptom of giving space to move, and it was only by good seamanship and activity on the part of the *Albertine's* crew that a foul, with the full force of the tide, did not occur; to prevent this the *Albertine* got up a portion of her sails and moved up the river a short distance, by this she lost at least seven minutes, and, to make matters worse, her main topping lift fouled, and she lost about six more minutes, in all we consider *Albertine* was thirteen minutes before fairly on her course, and the *Albatross* was to blame for the whole affair. We did not hear why the latter did not start after taking her station, and we cannot imagine that Mr. Brassey was on board his yacht and cognisant of the affair. *Galatea* set an immense balloon jib, and began to draw on *Gloriana*, whom she endeavoured to pass to windward, but she did not succeed until off Coal House Point, previous to which they had both set main-topsails; rounding Lower Hope Point they were ploughing through the water, goose-winged, *Galatea* leading into Sea Reach considerably ahead.

Off the Chapman the *Clytie* was still leading her class, when the *Galatea* passed to windward, taking the wind out of her sails, and without any just reason, as they were each leading well in their respective classes, and running free. After this *Galatea* carried away her jib-boom, but still kept the lead. *Gloriana* carried away her jib tack. *Clytie* when nearing Southend was overhauled by *Fleur-de-Lys*, and, before reaching the Mouse, the *Intrigue* also gave her the go-by. The *Albertine* also succeeded in passing *Gloriana*, and the Mouse was passed thus :

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fleur-de-Lys	2	33	15	Intrigue	2	39	33	Gloriana	2	41	50
Galatea	2	34	6	Albertine ...	2	40	43	Clytie	2	44	20

The *Clytie* in rounding carried away her main throat halyards. The rounding, on the whole, was exceedingly well managed. They had now to beat back, for which all were prepared, and stood over on the starboard tack towards the Maplin Sand, *Fleur-de-Lys* being first well to windward, followed by *Galatea*, which, after one or two tacks, took the lead; the *Albertine* and *Intrigue* were beam and beam for a short time on the same tack, when the latter made a short board, and by so doing appeared on the next tack to have gained a slight advantage of her more formidable compeer. Somewhere about the Warp Sand the *Galatea* was leading the *Albertine*, whilst the *Gloriana* was losing ground on every tack. *Fleur-de-Lys* also was leading *Intrigue*, and a very pretty bit of sailing was carried on between them, until just below Southend, when

Intrigue shot across the bows of Fleur-de-Lys, and was never again headed.

Between the Nore and Southend the Albertine had succeeded in passing the Galatea, although the latter, when on the same tack, seemed to move two feet to the other's one. Off Holy Haven the Galatea attempted to set fore-topsail, but it was not until she had made two or three tacks that it could be accomplished, and then it did her no good. The matches were completed as follows:—

	h. m.		s.		h. m.		s.		h. m.		s.
Albertine ...	7	9	10	Galatea	7	18	27	Gloriana	7	28	18
Intrigue	7	19	4	Fleur-de-Lys	7	23	30	Clytie not timed			

The Albertine won the prize in her class, and proved herself by far the more weatherly vessel than the Galatea. The Gloriana quite deceived her friends, for although she had a first-rate crew, assisted by good practical men, who did everything possible to assist her, she would not hold a wind. She was built in 1852, from the lines of the America, we believe, for the late Mr. Gee. The Intrigue is the Diana, late Mr. G. Harrison's; by some method, which we cannot understand, vessels change their names, regardless of acts of Parliament, and we shall not be surprised to hear that the broad arrow is put in requisition when the infringers of the law least expect it. In vol. 8, pages 254-7 of this Magazine extracts of the laws relating thereto will be found. The Fleur-de-Lys, we were informed, was designed by Mr. Kirby, intended as a larger sister to his pretty little Violet, if so, he would have been sadly disappointed on Saturday with her performance, except in her running down, which she certainly did in excellent time, for although only started five minutes before Galatea she rounded the Mouse Light 41m. ahead. The Clytie was built last year, and we believe this was her first match.

A better day we seldom have had for showing the sterling qualities of the yachts in reaching and running.

The Commodore lost no time in presenting the prizes—the first to Lord Londesborough, and the second to Mr. Dumas, and, after the usual toasts, the steamer started for London, landing her passengers (423) about 10h. 30m. p.m.

NORFOLK AND SUFFOLK YACHT CLUB MATCHES.

THIS club commenced its season Thursday, June 18, with a regatta at Cantley, about twelve miles from Norwich, and judging from appearances one would infer that its popularity and prosperity are on the increase. The first match was for a prize of £15, and the course commenced from moorings on the south side of the Cantley long reach, the yachts sailing down the stream about one mile, then back again to a point about half a mile below an object rejoicing in the euphonious title of the Devil's House, and then finally making their way to their moorings. This course was traversed three times, so as to make up a distance of about ten miles in all, and it was gone over again in a second match which followed. The entries in the first match comprised the Myth, 9 tons, Mr. R. J. Harvey; the Alabama, 14 tons, Mr. E. S. Trafford; the Belvidere, 9 tons, Mr. W. H. Clabburn; the Wanderer, 14 tons, Mr. R. J. H. Harvey; the Red Rover, 14 tons, Mr. S. Nightingale; the Marguerite, 13 tons, Mr. H. K. Thompson; and the Vindex, 9 tons, Mr. J. Tomlinson. The Alabama is a new yacht built by Mr. Hastings, of Great Yarmouth, Mr. Trafford having sold his old yacht the Argonaut, which was rather a dull sailer. The Vindex is a new yacht, built by Messrs. Harvey, at Harwich, and both these new craft promise to be valuable accessions to the club fleet. The Marguerite, although entered, did not start, as although a Cowes-built yacht she has not proved very successful in river navigation—at least so far as the winding Yare is concerned. The Myth, Wanderer, and Vindex did not complete their course, and the match was thus virtually confined to the Alabama, the Belvidere, and Red Rover. This last yacht, which recently figured in a match on the Thames, and which is regarded as a first-class member of the fleet, was lightened to the extent of a ton of ballast in the early part of the day, and it was subsequently found that this had been a mistake, as she would not go sharp to the wind. This accounts for the comparatively unfavourable position which she occupied on Thursday. The Alabama had the lead at starting, but in the second reach she was overhauled by the Belvidere, which was not afterwards headed, and gradually obtained a decided advantage. The time at which the various rounds were completed were not recorded with quite the usual precision, as from the point of observation selected there was some difficulty in making out the various competitors. The first three yachts were, however, noted as follows at the close of the second round:—Belvidere, 12h. 55m. 35s.; Alabama, 12h. 57m.; Myth, 12h. 59m. 35s.

The start had taken place at 12h. 16m., but about 39m. were consumed in running the first three miles, in consequence of the lightness of the S.S.E. breeze which prevailed. In the second round, in the course of which the Myth retired, it was not considered necessary to time the yachts, but the Belvidere went gradually ahead. The third round closed as follows:—Belvidere, 2h. 23m. 20s.; Alabama, 2h. 27m. 50s.; Red Rover, 2h. 43m. 10s.

The Belvidere thus won the match, and Mr. Clabburn, her owner, must

be congratulated on the highly successful *debut* which he made on this his first appearance at the regattas of the club. The *Belvidere*, it will be remembered, was owned a year or two since by Mr. T. M. Read. The *Wanderer*, it is understood, split her topsail in the course of one of the rounds.

The second match comprised two classes of competitors, and two distinct prizes were offered, but the whole started together. The first prize offered to the first class was £10, and the second to the second class consisted of the entrance fees paid during the day by the various yachts which competed (£7 10s.). The entrances in the second match comprised the *Vindex*, Mr. J. Tomlinson; the *Enchantress* (latteen), Mr. H. P. Green, 6 tons; the *Vampire* (latteen), Mr. W. S. Everett, 8 tons, the *Myth*, Mr. R. J. H. Harvey; the *Belvidere*, Mr. W. H. Clabburn; the *Blanche*, 7 tons, Capt. R. Morris; the *Bittern*, 7 tons, Messrs. Hansell and Morgan; and the *Lady in White*, 6 tons, Mr. J. L. Barber. The *Belvidere*, however, did not start, her owner gracefully decided on remaining content with one prize, so as to leave the field as open as possible to the members of the club. The *Vindex*, the *Enchantress*, the *Vampire*, and the *Myth* were entered for the first prize (the *Enchantress* being raised to 8 tons for the purposes of the match, with reference, of course, to allowance for tonnage), and the *Blanche*, the *Bittern*, and the *Lady in White* figured in the second category, as French yachtsmen would call it.

The contest between the *Vindex* and *Enchantress* was close and interesting. The *Vindex* is a beautiful little cutter, but she appeared to carry scarcely sufficiently large sails. On the other hand, her latteen-rigged opponent, although a small craft, has a proportionately immense foresail. The owner of the *Vindex* considered that he did not receive fair treatment at the hands of the *Enchantress*, which at one point in the first round did not leave him a free course. The yachts were very close together, and the *Enchantress*, being on the starboard tack, should, it was contended, have given way, instead of which the *Vindex* was forced, in order to avoid a collision, to be put about, thereby, of course, losing way for a second or two. It was also an item of complaint in the protest which Mr. Tomlinson entered that the *Enchantress* did not start as she ought to have done from the moorings assigned to her by lot, although probably this arose from the fact that she had scarcely time to cast anchor before the signal to start was fired at 3h. 30m. The *Vindex* led off at first, and was closely followed by the *Enchantress*, the others being gradually left a long distance astern. At some points the *Enchantress* overhauled the *Vindex*, but in other reaches the cutter caught up her opponent, and towards the close had a lead of about 60 yards. In the final run to the moorings the distance between the two was considerably reduced. The times at which the two first rounds were completed were not recorded, but the final result was noted as follows:—*Enchantress*, 5h. 34m. 5s.; *Vindex*, 5h. 35m.; *Blanche*, 5h. 47m. 30s.

These times were recorded as the yachts came to their respective moorings, and the *Enchantress* reached its stake 55 seconds before the *Vindex*

arrived at the point from which it had started; hence the apparently considerable difference between the two yachts, although they were actually nearly side by side. The protest entered by Mr. Tomlinson will have to be considered by the committee, and until their decision is known it is impossible, of course, to state who won the £10. The £7 10s. was allotted to the *Blanche*, the others having either retired or being so far distanced that they were not timed.

IRISH MODEL YACHT CLUB MATCH.

JUNE 13.—This was the first match this season of this spirited little club, and was got up as a substitute for those originally arranged for the first and third classes on June 6th, neither of which had filled, the reputation of the *Banba* in Class 1 frightening away all competitors. It was thought in the club, however, that it would not be treating her owner (one of the most plucky and skilful of the yachtsmen of the Bay) well to allow him to be altogether shut out from competition, and at the meeting on June 4th, it was agreed to offer two prizes for the first and second boats in a match open to all classes of yachts belonging to the club not exceeding 25 tons, to be manned and steered as usual in the matches of this club by members, or by members of royal yacht clubs, one paid hand only being allowed in each boat, which was to forfeit all claim to the prize if he touched the tiller. First Class Course, sixteen miles; yachts to be handicapped according to size and performances by a well-known amateur. Seven yachts entered:—*Virago*, 10½ tons, J. Eyre, Esq.; *Bluebell*, 7½ tons, A. H. Jacob, Esq.; *Carina*, 11 tons, J. M'Curly, Esq.; *Banba*, 23 tons, W. I. Doherty, Esq.; *Pet*, 12 tons, Lieut.-Col. Rutledge,; *Dove*, 12 tons, T. D. Keogh, Esq.; *Magnet*, 12 tons, E. J. Bolton, Esq.

And it was agreed that the allowance of time granted to each should be given on starting, by which arrangement the race would be more amusing than if the larger yachts ran right away at once from the lesser fry. The day was most propitious: a nice southerly breeze, bright sun, and smooth water, just the thing for such of the little fellows as ventured to take the (for them) somewhat adventurous voyage under racing canvas out to the ship. At 1h. 30m. the competitors began to go to their stations, or, more correctly speaking to anchor here, there, and everywhere they pleased in the harbour, by which want of regularity some got a most unfair advantage at the start, and some very stringent rules must be adopted by the club in future to compel each yacht to take up the station drawn for and allotted to her, and for this occasion only the offenders shall not be gibbeted in print. The day had got so far advanced, however, by the time they all had got some station or another that the starter did not like to lose any more time. At 2h. 39m. he gave the signal to the *Bluebell* to go, which she did like a shot, and at the end of the 10 minutes allowed her was well away on her

journey, being just able to fetch the Kish Lightship, E.S.E. six miles and a half. After her went the Carina, a new and pretty little craft off Will Fyffe's stocks, but hardly canvassed to sail with such powerful opponents; however, in the five minutes she got she made good use of her legs, and was well away when the three old antagonists, Dove, Pet, and Virago, were slipped after her. In this lot the advantage of the stations alluded to was shown, as Virago cleared the harbour's mouth a good two minutes before the others, and went off like a steamboat, as, indeed, she sailed all day, and it was a pity to mar the effect of her performance by a petty advantage of starting. Pet caught the Dove at the end of the East Pier, and while trying to get by her to windward delayed both until the Magnet, who had, in right of her prowess last year, been weighted to give them two minutes, bore down on them to windward, when the Pet, seeing she could only be jammed between them, gave way, and at 3h. 8m. ran through Dove's lee like a shot, while at the same time the Magnet gave her the go-by to windward. All had No. 1 or 2 jibs and second topsails for the close haul except the Dove, who set an immense balloon topsail, with a yard like a fishing-rod, which swayed and danced about at every roll, and flung her bodily to leeward, it being merely a question of time when something would go, which at 3h. 31m. was solved by the weather cross-tree nipping short off, which of course took the topsail in in a hurry, and she fell astern and was seen no more in the race, though she pluckily went round the course without a topsail.

Meanwhile the *big* Banba, 24 tons, who had to give the Magnet eight minutes, had cleared the harbour, and was coming along like smoke and rapidly making up her ground. Bluebell went on merrily, in spite of the fresh breeze and roll, when alas! just as she got up to the ship, with the Carina close astern, away went her masthead, just in the eyes of the rigging, and her fun was over for the day. The Storm cutter was close at hand, and picked her up, as did the Amy schooner the Kiss Me Quick, a new 10-tonner, just constructed by a plucky shipbuilder on spec, which had come out for a try with the racers, and whose mast, while she was sailing remarkably well, had gone over her side about eight feet from the deck. Luckily no one was hurt, and the Amy gave her a spin back to the harbour at a pace she never went before, and probably never will again. Magnet had got well ahead of Pet, and was nearing the ship when first her weather runner and then the block of her topmast shroud gave up, but she was cleverly handled, and both so quickly repaired that she lost but little ground. The ship was rounded:—Carina 3h. 39m., Virago 3h. 41m. 15s., Magnet 3h. 45m., Pet 3h. 46m., Banba—which had come up rapidly—3h. 46m. 30s., Dove 3h. 53s. Here the Carina and Banba set balloon-jibs, all the rest keeping on the canvas as before, and away they went, an easy reach to the East Bar buoy, 6½ miles. The Virago soon passed the Carina, and the Banba the Pet, who finding she would only lose ground from what might be called her proper antagonists, let her go by to windward, without any attempt

to stop her. Not so the Magnet, to whom she soon came up, and who luffed right across her bow, and being near the North Burford, which must be left on the port hand, she was obliged to give it up, and ran wide of her to leeward, all catching up the Carina, but doing nothing to speak of with the Virago. They went round the East Bar buoy :—Virago 4h. 37m., Carina 4h. 42m., Banba and Magnet together, 4h. 43m., Pet 4h. 45m.

The Banba and Carina had here to get in their balloon jibs, and all to trim their sheets for a close haul to the South Bar, during which the Banba tried to pass the Carina to windward, but the little fellow would not have it at any price, and bored the Banba right out of his course, made him keep away under his lee, and took the buoy from him. Time :—Virago 4h. 47m. 30s., Carina 4h. 51m. 12s., Banba 4h. 51m. 30s., Magnet 4h. 52m. 30s., Pet 4h. 54m.

It was now a dead beat with a fresh breeze (for little fellows), two miles to harbour, and Banba of course took the lead and kept it for first place, the Virago, the only one who had a chance, having stood too far in, and at 5h. 0m., had gone ashore on the sand, where she hung for a period, variously estimated by those on board her at *twenty* minutes, by those on board the other boats at about *five*, but probably some seven or eight, during which time the Magnet, Pet, and Carina were making play, and having a hard fight among themselves. At 5h. 10m., the Magnet just crossed the Pet's bows, Carina falling away; at 5h. 20m., Magnet came down on Pet, just crossed her bow, and tacked to cover her, when Pet made a desperate dash to get across her bow, but being on the wrong tack, and too close, was forced to keep her helm hard up, and bear away round her stern, losing terribly, and, worse than all, letting Virago (who was coming up merrily) in again, and, being becalmed under the pier, Virago slipped past her, and her chance of third place and pocketing the entries was gone. Banba got in at 5h. 39m., and of course took the first prize; Magnet 5h. 47m., second; Virago 5h. 47m. 40s., Pet 5h. 48m. 9s., Carina 5h. 50m.; the Dove, with her weather cross-tree hanging as an outward and visible sign of grief, coming in at 6h. 10m.

This ended a most agreeable and pretty match, and from the time the boats got in it will be seen that the handicap was a fair one, although it is hardly possible to bring boats of such different tonnage as 24 and 7½ together.

20th.—The old adage, "that it is a long lane which has no turning," is certainly most applicable to the luck of this Club, which for the last three years has been persecuted with weather for their matches which was enough to have broken the heart of a stone, much less of an hon.-secretary who had all the alterations and postponements on his hands to settle and announce; but this season has been favoured with two of the most beautiful days for regattas which could be imagined.

The prize for this occasion was a Binnacle and Compass, open to all yachts of the club not exceeding 20 tons, manned and steered by members, or members of a royal yacht club, one paid hand only allowed in each boat,

Long Course:—half minute time allowed. The entry was but small, as the *Pet*, one of the usual antagonists, is to a certain degree, identified with the interests of the donor of the prize, and he would not therefore start her for his own gift. The owner of the *Sappho* was absent in England, and the new boat (the *Glide*) could not be got ready in time; but the quality and equality of the contending vessels made up for the lack of quantity.

At half-past one the signal to take stations was fluttering at the topmast head of the *Pet*, which gaily decked with flags and a most formidable piece of artillery peeping over her bulwarks, did the duty as flag-vessel, and the little craft began to move to their allotted positions.

At No. 1 buoy, first in rank but last in favour, being dead to leeward, lay the hardy *Dove*, the winner of so many hard-sailed matches, her gay fighting flag displaying a columbe volante argent on a field azure, (as the heralds would say) fluttering gaily from her topmast head. Next her was the sprightly little *Virago*, like a pigmy between two giants, her old and sorely besmirched banner, argent with a cross azure, nailed above a tremendous gaff-topsail, which with the breeze that was blowing seemed enough to carry her bodily through the air without any support from the water.

In berth No. 3, the Austrian colours of the pretty *Carina*, who had done so well in her maiden race on these waters, were unluckily missing, while, at No. 4, lay the admitted champion of the light weights of the bay, the saucy *Magnet*, the lone star of Texas waving gracefully from her signal balyards.

Short time was given them for reflection after they were at their posts, as at 2h. 15m. the first gun awoke the echoes of the bay, and with commendable punctuality, at 2h. 21m. the second started the high mettled racers on their journey. Instantly the *Virago*, being quickest on her legs, jumped off with a strong lead, getting through the harbour's mouth twenty minutes before the others, who followed beam and beam; but thus early in the day, "something rotten in the state of Denmark" was discovered by the parting of the *Dove's* jib-purchase-fall, followed by the stranding of her topsail-sheet.

Away they sped with a fresh southerly breeze, *Virago* with her old helmsman at the tiller, going straight out for the ship E.S.E., six miles, rightly calculating that the strong ebb tide would counteract any lee way she made, and shove her well round the mark, while the other two, on the principle of keeping to windward, shaped a course by themselves. *Magnet*, however, as she soon gave the *Dove* a sight of the reeving of her main-sheet, and being well served by the strong breeze and slight roll, walked to the front with an all-over-expressed intention to win, and round the ship she came 1m. 55s. before the *Virago*, and some five minutes before the *Dove*.

Here it was out balloon jibs, and away before the wind six miles and half, to East Barbary, leaving the North Burford buoy on their port hands; and now the *Magnet's* crew made a most unaccountable mistake for men who had so often and so lately traversed the course, for, despite all waving of hats and shoutings from friendly vessels they persisted in steering right away for the East Bar, leaving the Burford Buoy to starboard; in the run she got

right away from the Dove, and improved her lead of the Virago, though her mistake did not improve her chance, as she caught the strong tide on the starboard bow, and her head sails were quite useless, being dead before the wind. At this point the crowds of yachts in company gave the scene a most animated and stirring appearance, and impromptu races were going on in all directions, Amy and Witch schooners in particular having a most determined set-to, ending in the discomfort of the Witch, while the fresh breeze and smooth water gave a good chance to every one.

The East Bar was rounded—Magnet 4h. 29m., Virago 4h. 31m. 15s., Dove 4h. 46., and then in balloons and away on a close haul to South Bar, which they made thus—Magnet 4h. 38m. 10s., Virago 4h. 40m. 25s., Dove 4h. 58m., thence it was a dead beat of two miles to the harbour, and here the Magnet displayed splendid weatherly qualities; the buoy was no sooner reached than round she came, and reached right out on the starboard tack for about five minutes, when she came about and stood well up for the back of West Pier. Virago held her reach round the buoy, hoping to get an advantage close inshore, but smelling the sand which had been so fatal to her chance the previous Saturday was soon about again, and held tack for tack with the Magnet, while the Dove stood right over under Howth, hoping to get a slant of wind which would bring her right down to the harbour, a fluke which not unfrequently comes off in the evening in Dublin Bay. It was no use, however, as the breeze held true, and the Magnet had the race in hand, and at 5h. 21m. the gun from the battery of the Royal Irish Yacht Club, so often and so kindly placed at the disposal of yachtsmen requiring it, roared forth its welcome to the gallant little clipper: repeated at 5h. 26m. 30s. for the Virago; but hardly had the hon.-secretary sat down to his well-earned dinner, when a boat alongside was announced, and an ominous-looking document handed in "I protest," &c.

The case was too plain, however to be disputed, and the Committee which met on the Tuesday, at once decided that the Magnet must be disqualified, and the prize go to the Virago, a decision which the owner of the Magnet was a great deal too good a sportsman to gainsay, albeit he was much disappointed at seeing his well-earned prize thus slip from his grasp.

ROYAL THAMES YACHT CLUB.

ON Wednesday May 6th, a special general meeting of this club was held for the election of a treasurer, and to fill up vacancies in the committee. The members assembled at the club house about nine o'clock, and Sir G. E. G. East took the chair.—Mr. Marett inquired whether Sir G. E. G. East took the chair as Vice-Commodore or as a member of the club? If as Commodore, an objection must at once be made on the ground of the illegality of the proceedings of the previous meeting.—some considerable discussion took place upon this.—Mr. J. Wilkinson said that, as the meeting must have a chairman, perhaps Sir G. East would take the chair as a private member,

and without raising the question as to his right.—Mr. Newenham then proposed that Sir G. East do take the chair, and this was carried unanimously.

The secretary then commenced to read the minutes of the meeting on April 15th, but Mr. J. Wilkinson asked that as that was an adjourned meeting the minutes of the former meeting should be read, and this was done. Amongst the resolutions of the meeting of April 15th, was, "That this meeting do proceed to the election of a Vice-Commodore," and "That Sir G. East be elected Vice-Commodore of this club." The chairman moved that the minutes be confirmed.

Mr. Ballard moved as an amendment that so much of them as related to the election of a Vice Commodore be expunged. He argued that the meeting of March 4th had resolved that the name of any member proposed as Vice-Commodore should be suspended in the club-room for a fortnight before the meeting and as that had not been done, the election of Vice-Commodore was illegal and void, and ought not to remain on the proceedings of the club.

Mr. J. Wilkinson also argued that as long as the resolution of March 4th, remained, the meeting of April 1st, was bound by it, and could not proceed to the election of a Commodore. Another member objected to any discussion on the minutes, except as to whether they were an accurate record of what was done at the former meeting, whether right or wrong.—Mr. Palmer said that the resolution of March 4th, was void, as not having been passed according to notice under Rule 43, and that the meeting of April 15th, acted rightly in disregarding it.

Mr. J. Wilkinson replied that the resolution of March 4th, had been inserted in the club circulars, had not been objected to at the meetings of April 1st, and April 15th, and was valid. That though it might not be strictly regular, still this would be a very convenient method of deciding on the illegality of the election of Sir G. East as Vice-Commodore, against whom personally there could be no objection. He suggested that all these matters should be referred to an independent committee, who should advise the club what course to pursue under its present difficulties.—The chairman ruled that it was not competent to any member to move an amendment on a motion to confirm minutes, and proceeded to put the question, whether the minutes should be confirmed, The meeting divided, and the numbers were:—Ayes, 60; Noes, 75.

The chairman then announced that he had accepted the office of Vice-Commodore without any feeling of party, but hoping to be of service to the club, but as he found that his election was not acceptable to a large number of members, he thought it best to place his resignation in the hands of the club, and also to leave the chair. He has been now propositions drew forth numerous cries of "No, no, no" for to lengthen and he was prevailed upon to resume the chair, when a scene of cogenerable confusion ensued. The chairman desired the secretary to read the resolutions of the committee.

Mr. R. S. Wilkinson objected that this was no part of the business of this meeting. It, however, transpired that the recommendations related mainly to the appointment of treasurer and committee, and the resolutions were accordingly read. The committee desired to postpone the election of treasurer, and recommended three gentlemen to fill up vacancies in the committee occasioned by members declining to serve. Mr. Palmer moved to substitute the name of another gentleman for one who had been recommended, and a long discussion again took place, in the course of which it was carried that the letter of Lord A. Paget, should be entered on the minutes, a member making some objections to the terms of the letter.

At or about this period the chairman announced his opinion that, as the club had refused to confirm the minutes of the previous meeting, the election of committee and officers which then took place fell to the ground, and that there was in fact, no officer but the secretary. This view appeared to be taken by those who supported the present committee, and those who supported the late committee, probably not feeling called upon to dispute it, it was generally accepted.

Mr. J. Wilkinson again proposed that an independent committee should be appointed, but it was objected that this required notice, and after much further discussion the meeting was adjourned. A vote of thanks to the chairman for his conduct in the chair was proposed by Mr. Powell, and seconded by Mr. J. Wilkinson, and carried unanimously, and the meeting broke up.

A special meeting of this Club was held on Thursday evening, June 26th, to receive the report of the Select Committee recently appointed. Lord de Ros took the chair, and Mr. J. Wilkinson read the report, which we append below. A series of resolutions following the recommendations of the report were then proposed, and almost unanimously adopted after very little discussion. There were not above seventy members present, and the feeling of the meeting was against any discussion or delay, nearly every one appearing to be wearied out, and ready to submit to anything for the sake of quiet.

"Your committee in pursuance of the directions given to them, have met several times and fully considered the matters referred to them, and beg to submit the following report:—

"1st.—The anomalous position of the club in being left without flag-officers naturally engaged the immediate attention of your committee: the removal of that anomaly was considered by them of the utmost importance, and the first step to be taken in discharge of the duty imposed upon them. The general feeling of the club evinced by the unanimous re-election of Lord Alfred Paget to the office of Commodore, and by the regret expressed upon his subsequent refusal to accept the office, led your committee to the conclusion that it was in the interests of the club that he should be prevailed upon to resign at once the office of Commodore. Your committee accordingly put themselves in communication with him, and they have the satisfaction of reporting that Lord Alfred Paget is ready to undertake that office. Your committee have annexed to this report a letter from his lordship explanatory of the grounds upon which he has acted, and they take this

occasion of acknowledging the co-operation they have received from the late committee of management, who, together with a large number of members addressed a written requisition to his lordship to resume his position.

"2nd.—The club has on its list so many members well qualified for the office of Vice-commodore, that your committee felt great difficulty in making any selection. They have, however, been relieved from embarrassment by the consent of Lord de Ros, one of the oldest members and supporters of the Club, to be nominated as Vice-commodore. Your committee cordially recommend this appointment, in the belief that it will be acceptable to the club, and they have the satisfaction of adding that Lord Alfred Paget entirely concurs in the proposal.

"3rd.—The twelfth section of the rules prescribes that all moneys collected by the Secretary shall be paid over to the Treasurer, but no provision is made for the investment and security of the funds and property of the club. Your committee strongly recommend that this omission should be now rectified by the appointment of five trustees (the number when reduced by death or resignation to three to be immediately filled up by the Club), into whose names the funds and property of the club shall be transferred; and that the Commodore, Vice-commodore, and Mr. Hutchons, the late Treasurer, whose long and able services have tended so materially to the prosperity of the club, should be three of such trustees.

"4th.—The office of Treasurer is unusual in associations of this character, and is, in the opinion of your committee, unnecessary; they therefore recommend that the office shall be abolished. They further recommend that all moneys collected by the Secretary shall be paid by him as soon as practicable, and without any deduction to the account of the club with the bankers, and that no payments shall be made except by the orders of the general committee of management, and by cheques signed by the chairman for the time being, and one other member of such committee, and countersigned by the Secretary.

"5th.—In the opinion of your committee, the Secretary, being a paid officer, should be appointed by the general committee of management, and hold office during good behaviour. They therefore recommend that the general committee of management should have the absolute power of appointing and dismissing this officer under such regulations as may be hereafter sanctioned by the club.

"6th.—In order to ensure co-operation in the performance of duties respectively entrusted to the Commodore, Vice-commodore and general committee of management, your committee recommend that the Commodore shall, in the month of March in every year, appoint seven members of the general committee to act as the sailing committee.

"7th.—The attention of your committee has been necessarily directed to the rules, and, although they are unwilling to lengthen their report by further allusion to them, they are of opinion that the general committee should be requested to revise and make such alterations in the rules as may properly carry out the foregoing recommendations should the club approve them, all which your committee beg to submit."

The following is the answer of Lord Alfred Paget to the special committee:—

"42, Grosvenor Place, June 15th, 1863.

"Gentlemen:—I feel proud that the committee appointed by the Royal Thames Yacht Club to take into consideration its present position should have done me the honour to inform me that they had resolved 'That it is essential to the interests of the club that their late Commodore should resume his office'. I need scarcely assure you, and the club generally, that I shall never forget the kind feelings which have been displayed towards me on all occasions. Before I acceded to your request I felt bound to submit your resolution to those old colleagues with whom I had acted for many years, and I beg to enclose a copy of their views on the subject, with the signatures of the committee, together with a list of 140 names, which it appears have been appended to their resolution. I wish to avoid on the present occasion all reference to the original cause of disturbance in the harmony which had previously existed amongst us, and to waive all personal feelings, considering alone the welfare of the Club. It remains to me therefore, but to express my willingness to defer to the wishes of the club, and of the special committee, and to serve them again to the very best of my ability in the office of Commodore.

Yours, &c.,

"ALFRED PAGET."

REGATTAS AND MATCHES.

- July 4.—Clyde Model Yacht Club Regatta—Larga
 4.—Irish Model Yacht Club—Sailing Match—2nd and 4th classes
 6.—Temple Yacht Club
 6.—Great Yarmouth Water Frolic
 7.—Royal Northern Yacht Club Regatta at Dunoon
 8.—Southampton Amateur Regatta
 10.—Ranelagh Yacht Club Sailing Match
 11.—Walton-on-Thames Amateur Regatta
 13.—Irish Model Yacht Club—Challenge Cup
 14.—Windermere Sailing Matches
 15.—Royal Irish Yacht Club Regatta—Dublin Bay
 16.—Norfolk and Suffolk Yacht Club Regatta—Wroxham
 21.—Thames National Regatta
 22.—Royal Cork Yacht Club Regatta
 22.—Royal Yorkshire Yacht Club Regatta—Hull
 22.—Royal Harwich Yacht Club Regatta
 27.—Prince of Wales Yacht Club Sailing Match
 28.—Great Yarmouth Regatta
 28 and 30.—Windermere Sailing Matches

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HUNT'S YACHTING MAGAZINE.

AUGUST, 1863.

ROYAL MERSEY YACHT CLUB REGATTA.

WE have again the pleasure of recording a first-rate meeting on the Mersey, and congratulating the members of the club on retaining "the right men in the right places" as efficient and hard working officers; and under whose care the Royal Mersey continues to maintain its proud station in the pleasure navy.

First Day.—The appearance of the river on Friday morning, June 26th, was such as only the grand old Mersey can present upon the occasion of a regatta. H.M.S. Majestic, together with the Conway school frigate and the gunboats, displayed the usual regulation bunting, and the ships and steamers of all sizes and nations that crowded the river seemed to vie with each other in the display of national flags. On the previous day Vice-Admiral Earl Hardwicke, distributed the prizes of the session, on board the Conway school frigate, his worship the Mayor presiding, when the large fleet of yachts lying between Rockferry and Birkenhead dressed ship in honour of the occasion; and the Satellite tender, having the noble and gallant admiral, and a distinguished party on board, steamed through them after the conclusion of the ceremony. The morning of Friday opened rather dull and lowering, with the wind at from W. to W.S.W. At an early hour Commodore Graves in the Satellite steamer, and Rear-Commodore Tetley in the Nile steamer, commenced getting the yachts to their stations. This year another considerable improvement was made in starting the yachts from

moorings laid down across the river for the purpose, which not only saved considerable expense and trouble to yacht owners in recovering their own anchors, chains, and springs, but ensured a fair start in line, not easily otherwise to be effected owing to the strong tide of the Mersey.

The first and only match on this day was for the Ladies' Plate, a very beautiful prize indeed, of the value of 100 guineas. The entry for the £25 cup for third class yachts did not fill. The following vessels came to the starting buoys:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Fullders
839	Queen	cutter	28	L. Mawdesley, Esq.	Wanhill
806	Phosphorus	cutter	50	W. Turner, Esq.	Hatcher
1049	Thought.....	cutter	27	J. Jones, Esq.	Hatcher
275	Echo	cutter	36	G. Putland, Esq.	Wanhill
735	North Star... (iron)	cutter	26	D. Gamble, Esq.	Canada Works
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1238	Vindex	cutter	45	A. Duncan, Esq.	Ship Bldg. Co.
978	Surf	cutter	54	T. C. Couper, Esq.	Fife
145	Cecilia	cutter	30	T. Wilkinson Tetley.	Canada Works

At 10h. 6m. the gun was fired, and with a strong breeze an excellent start was effected. It was a beautiful sight as these nine fine vessels swept away from their moorings, and the greatest enthusiasm was manifested on both shores and on board the City of Dublin Company's steamship the Eblana, on board of which Commodore Graves, Rear-commodore Tetley, and a large party of ladies, members, and their friends accompanied the matches on both days. The brave little Thought went away like lightning, as if to cut out the running for her formidable rivals; but the Surf speedily joined issue with her, followed by the Phryne, Cecilia, Echo, Vindex, Queen and Phosphorus. The Phosphorus fouled her buoy, and did not get away so well as the others. At 10h. 12m. the Surf took a strong lead, with Thought in second place; Phryne, Cecilia, and Vindex abeam; Echo, Queen, and Phosphorus. At 10h. 17m. Vindex and Cecilia drew out from Phryne, the Vindex up under Surf's lee, and Cecilia made a most extraordinary burst and drew up under Phryne's lee bow, making a saucy attempt to go right across her fore foot on her weather, but Phryne would not stand the chaff, ran up, covered the poor little Cecilia, and passed her to windward. At 10h. 22m. they passed the Rock Light in the following order:—

Surf, Phryne, Vindex, Cecilia, Thought, Queen, Echo, and Phosphorus.

The appearance they presented at this point was extremely beautiful, the Surf, Phryne, Cecilia, Thought, Echo and Queen forming a line to windward, with Vindex and Phosphorus in a line a little to leeward; the latter began to draw up to her vessels very fast; and the little Cecilia was going along wonderfully with the cutters. At 10h. 35m. the Phryne began to threaten the Surf, and both drew rapidly away from the other vessels, the Whirlwind cutter, Alfred Cox, was met coming up Channel from London, with the Thames burgee half masted, in compliment to the Commodore and racing fleet, which was duly returned. At this time there was a strong reaching wind, the Phryne's helmsman gave her a wipe away to force a passage through Surf's lee, but the Scottish clipper again made a burst from her, passing at 10h. 49m. the Crosby lightship; and just at the Perch buoy at the elbow of the Channel the Phryne fairly collared her, ran through her lee, and took the lead boldly challenging the fleet. Both the vessels shifted their balloon for working foresails, the wind becoming narrow as they approached the Pillar Beacon.

At 11h. the Echo carried away her mainsheet, and in consequence was thrown out considerably. The Queen was also hove up in the wind, having had a man overboard, but whom she quickly picked up again. She carried away her bobstay and was thereby disabled. Thought at the same time took in her gaff-topsail, and housed her topmast. As they drew near to the Beacon the Vindex began to draw rapidly on Surf and Phryne, when lo! just as the bonny little ship was settling down to her work, and looking uncommonly dangerous, away went her centre port wire main shroud in the eyes of the rigging, an accident that excited much regret from the spirited manner in which her owner always sails his vessels, and the prospect of the fine match just commencing between her and the leading vessels; of course she had at once to bear up. The Pillar buoy at the entrance of the Queen's Channel was passed in the following order for the first time:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	11	14	45	Phosphorus..	11	18	40	Thought	11	22	30
Surf	11	17	0	Cecilia	11	22	30	Echo	11	27	30

The Surf and Cecilia shifted their square for jib-headed topsails,

Phryne and Phosphorus carrying square-headed topsails; from this to the North-west lightship the Phryne, Surf, and Thought went well to the wind, the Cecilia sailing a beautiful windward race. The Alexandra cutter was trying her speed with the Cecilia, and here it may not be out of place to remark how inconsiderate it is of yachtsmen to allow their sailing-masters to make trials of speed against vessels engaged in a match; they greatly confuse and annoy the spectators, besides getting in the way of the competing vessels; in this instance on some occasions the Alexandra gave Cecilia her back wash, which was scarcely fair. The North-west lightship was only to be rounded once in this course, the Horse Channel Bell Beacon only being rounded the second time, as it is placed where the North-west ship formerly was; it was weathered thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne.....	11	45	0	Phosphorus...	11	51	0	Cecilia	12	0	0
Surf	11	50	10	Thought.....	11	55	35				

* Going from the ship to the Horse Channel Beacon it was a dead turn to windward, when the Phosphorus drew up on the Surf's weather quarter; there was a strong breeze and lumpy sea: the Beacon was weathered for the first time in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	12	8	40	Phosphorus ...	12	16	10	Cecilia	12	29	0
Surf	12	16	0	Thought	12	23	30				

Thought got her topmast on end and set her gaff-topsail on the run off the wind; Phosphorus gybed her boom to starboard, but had to gybe it back to port again, and at 12h. 35m. the Phryne took in her square-headed topsail, and set a jib-headed one, preparatory to turning back to Horse Channel. At this part of the match the Albion and Hawk steam yachts were in company with the racing vessels.

The Pillar beacon of the Queen's Channel was rounded for the second time thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	12	42	32	Surf	12	51	3	Cecilia	1	3	30
Phosphorus ...	12	51	0	Thought.....	1	0	0				

Turning to windward up to the Horse Channel buoy, the Phryne increased her lead wonderfully. There was a very strong breeze, and a good jump of a sea on; the Phosphorus drew away from the Surf, and the Cecilia after making a splendid race up to this point, sprung her mainmast about 10 feet below the cross-trees, and was thereby

disabled during the remainder of the course. The Echo having quickly repaired her damages took fifth place.

The Horse Channel Bell beacon was rounded for the last time as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	1	44	30	Surf ...	2	1	40	Echo.....	2	18	0
Phosphorus	1	52	7	Thought	2	12	0	Cecilia	2	19	45

There was no further change of consequence to the Queen's Channel Beacon, which was rounded for the last time as follows:—

	h.	m.	s.		h.	m.	s.
Phryne	2	17	15	Surf	2	35	30
Phosphorus	2	27	40	Thought.....	2	44	30

Echo and Cecilia not timed.

The flagship—the Dock Committee's schooner Tender—moored, as last year, abreast of the Prince's Landing stage, was reached after a beautifully sailed match, in the following order and times:—

	h.	m.	s.		h.	m.	s.
Phryne.....	3	34	0	Surf.....	3	49	20
Phosphorus	3	40	26	Thought	4	1	10

The North Star hauled down her flag at the start, having injured the jaws. As will be seen by the timing, there was no necessity for any nice calculation for allowance of time. The Phryne proved her self an out and out good boat; she was well sailed and well handled, and won her prize in first rate style. D. Hatcher, of Southampton, her builder, sailed in her during the match. Mr. Seddon went on board the club steamer, where he was duly presented with the much coveted prize,—the gift of the ladies of Liverpool—by Commodore Graves. This beautiful trophy consists of a very large Claret Jug, of exquisite workmanship, on a massive silver stand, 100 guineas value, and is from the house of Messrs. Wordley of Lord Street. The course sailed over was about 55 nautic miles, inclusive of beating to windward. Allowance of time per ton: three-quarters of a minute from 8 to 25 tons, half a minute from 25 to 50 tons, quarter of a minute from 50 to 75 tons, ten seconds from 75 to 120 tons, and five seconds from 120 to 150 tons.

Second Day.—Saturday, the 27th, was ushered in with a very fresh breeze of wind, from W.b.S. to W.N.W. The first prize was for yachts of 15 tons and upwards, a massive silver vase, the cover surmounted by a figure of Neptune in his car, drawn by four sea horses; the ebony stand upon which it was mounted surrounded by

a silver cable, bearing an inscription shield and scroll, with the motto of the town of Liverpool—"Deus nobis hæc otia fecit." It was manufactured by Messrs. Elkington and Co., and was of the value of 100 sovereigns. The following vessels started :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name of Yachts	Rig	Tons	Owners	Builders
827	Queen	cutter	28	J. L. Mawdesley, Esq.	Wanhill
735	North Star.....	cutter	27	D. Gamble, Esq.....	Canada Work.
1236	Vindex	cutter	45	A. Duncan, Esq.	Ship Bld. Co.
1049	Thought.....	cutter	27	J. Jones, jun. Esq.	Hatcher
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
806	Phosphorus.....	cutter	50	W. Turner, Esq.	Hatcher
976	Surf.....	cutter	54	C. T. Couper, Esq.	Fife

Mr. Duncan, of the Vindex, deserves much praise for running the vessel under the circumstances of having had all his rigging off the mast-head, in order to get a new shroud in, and his crew being up a considerable portion of the night to re-rig her.

The prize for a match with schooners and yawls, was a mediæval vase, silver gilt, upon an ebony stand ; a very handsome prize, value 100 sovereigns. The following vessels started :—

No.	Names of Yachts	Rig	Tons.	Owners	Builders
946	Snipe	yawl	39	T. Bourne, Esq.	Wanhill
162	Circe	schooner	127	D. Richardson, Esq.	Steele
512	Ierne	schooner	60	Commodore Graves	Fife
628	Madcap	schooner	71	A. Dunbar, Esq.	Wanhill
145	Cecilia.....	yawl	29	Rear-Com. Tetley	Canada Work

The Cecilia was prevented starting in consequence of having sprung her mast during the match on the previous day. The signal for the start was given at 10h. 4m., when it was found that a ship, called the Guy Mannering, had let go her anchor just over the yachts' starting buoys, and considerably hampered Surf and Phryne getting underway; had not Rear-Commodore Tetley insisted on her paying out her chain, it is a question whether the yachts would have been able to start from the buoys. The Vindex had to hold on her spring until she fairly paid off, her crew fearing she would go ashore in winding her, so that she was not underway for some three minutes after the other vessels : this, added to the hurried manner in which she had to be got ready, owing to her accident on the day before,

sadly interfered with the performance of this fine vessel. The Phosphorus and Queen drew out immediately, with Thought, Surf, North Star, and Phryne in the order of their names. It was blowing fresh at W.N.W. The cutters had single reefs down and topmasts housed, and Surf, Thought, and Queen, afterwards hauled down a second reef.

The Snipe, with topmast housed, and under all plain lower sails, took the lead in her class, with the Madcap second, under mainsail, main-topsail, foresail, staysail, and jib; Irene third, under the same canvas. An anchor flat got foul of her jib-boom in winding, and prevented her getting away for some time after the leading vessels. The Circe had both her topmasts on end, and *such* a main-topmast, with *such* a jib-headed topsail set! She took a long time to wind in the river, and the other vessels were well down for Egremont before she fairly got underway.

Off the Rock lighthouse the Phryne ran through the Thought's lee, and drew up on the Surf fast. The Vindex ran through North Star's lee, and drew up to the leading vessels. The Madcap here passed the Snipe, and went careering ahead very fast. Circe came down the river in grand style, well along the western shore, and when the Madcap tacked off the eastern shore she just weathered her on the starboard tack, the Circe having to give way for her. The Phosphorus kept still drawing away with a rattling lead.

At 10h. 30m. the Surf hauled down a second reef, and Phryne went through her lee like a shot; at 10h. 40m. the Vindex passed Thought to leeward, and drew rapidly on the weather quarter of the Surf; the Surf had this time taken the lead of her class: at 10h. 50m. the Vindex passed the Surf to windward; and at 10h. 55m. the Thought passed her, going like a little witch, and with plenty of water all about her, but, of course, none on her deck. As the vessels got further down channel the wind northered more and gave them a long leg and a short one from halfway between the Crosby and Formby lightships.

At 10h. 58m. the Surf carried away her bowsprit shrouds, and was forced to bear up. Every yachtsman present evinced the greatest regret at the cause, as no yachting man has won more golden opinions than Mr. Couper, from the sportsmanlike and spirited manner in which he always supports yachting interests.

At 11h. 10m. the Circe tacked off the eastern bank but hung in

stays, and the Madcap and Snipe ran through her lee and tacked on her weather; she seemed to be overpowered with her topsail, and when she took it in at 11h. 24m., and housed her topmast shortly after, the difference in her going was quite perceptible. The time of their first rounding the Queen's Channel Bell Beacon could not be well taken, as the vessel stood on past it out to sea on the port tack to weather the North-west lightship. After passing the Pillar Beacon the Phosphorus and Phryne drew away from the Vindex, the after leach of whose mainsail was shaking much. There was a heavy sea and strong wind, with a dead beat to the ship. Snipe behaved remarkably well, holding first position near the ship, when she carried away her bowsprit and fell away to leeward. The Madcap sailed uncommonly well, and is a boat of undoubted speed and great ability. The Ierne also went beautifully in the lumpy water, but the power of body and weight of Circe told in the heavy sea and strong wind. As the vessels neared the ship the Phryne drew upon Phosphorus, from the latter standing too long to the northward. The Phosphorus, however, maintained her lead gallantly to the ship which was rounded the first time as follows:—

	h.	m.	s.		h.	m.	s.
Phosphorus	12	21	30	Vindex	12	27	30
Phryne	12	22	15	Thought	12	39	0
Queen not timed.							

The little Thought made splendid sailing of it through the heavy sea, and was very admirably handled by Barr of Wivenhoe, her old master. The vessels lay from the North-west ship a good clean full for the Horse Channel buoy. The Phosphorus still held her lead of Phryne and of the two rather drew from her, and the buoy was rounded the first time:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phosphorus ...	12	44	45	Vindex	12	51	42	Queen	1	19	10
Phryne	12	45	36	Thought.....	12	59	20				

Down to this point the Phryne ran the Phosphorus 30secs., and the Queen's Channel Bell buoy was rounded the second time in the following order:—

	h.	m.	s.		h.	m.	s.
Phosphorus	1	11	45	Vindex	1	18	35
Phryne ...	1	12	5	Thought.....	1	29	45

From this mark the gallant little Queen saw that it was useless to persevere against such weather and speed of vessels, and bore up. We hope to see her more fortunate upon another occasion, for her

spirited owner deserves it. It now became a fierce struggle to windward between the Phosphorus and Phryne. However, the Phryne would not be denied, and collared her almost on the mark. The Horse Channel Bell buoy was rounded for the last time:—

	h.	m.	s.		h.	m.	s.
Phryne	2	0	30	Vindex.....	2	4	58
Phosphorus	2	1	8	Thought	2	20	50

On the run down wind from this buoy the Phryne increased her lead on the Phosphorus, and it became apparent that barring accident the second cup was destined for the same plate locker. The Queen's Channel Bell buoy was rounded for the last time in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	2	26	42	Phosphorus.....	2	27	45	Vindex.....	2	32	38

From this mark no change took place, but the Phryne still kept drawing away from Phosphorus, and the flagship was reached in the following times.—

	h.	m.	s.		h.	m.	s.
Phryne	3	29	30	Vindex	3	36	2
Phosphorus	3	34	9	Thought	3	57	31

To return to the schooners.—The Circe tacked for the Northwest lightship at 12h. 43m., the Madcap close up, and Ierne a good third, the former carrying a jib-headed main-topsail, and the latter a square-headed topsail. Going down to the Horse Channel buoy at 12h. 57m. the Circe lowered her foresail to the weight of wind preparatory to gybing, and the buoy was rounded as follows.—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Circe	1	2	25	Madcap	1	10	35	Ierne.....	1	17	25

On the run down wind the Madcap set a square-headed fore-top-sail, and the Queen's Channel buoy was rounded the second time:—

	h.	m.	s.		h.	m.	s.
Circe.....	1	32	40	Madcap	1	42	50

At the second rounding of this buoy the Circe still retained a tremendous lead, and gybed round it at 2h. 22m. 5s.; the Madcap in gybing round got her main-topsail yard foul of the main-topmast stay, injuring the main-topmast, which shortly afterwards was carried away, and more the pity, for she was well handled and sailed. The Ierne, in addition to the delay she experienced at starting, split her staysail, and, although she sailed in her usual form these mis-

chances proved too much in addition to the weather. The *Circe* got round the Queen's Channel Bell Beacon at 2h. 45m. 31s., and the flag-ship was reached as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Circe	3	42	39	Madcap	4	3	13	Ierne	4	10	33

The *Phryne* and *Circe* were declared the winners of the two prizes. Commodore Graves in presenting them, made some very appropriate remarks on the splendid seamanship displayed by the respective crews, to which Messrs. Seddon and Richardson responded. The manner in which the little *Thought* sailed and was handled throughout the day drew forth from the company assembled on board the club steamer such expressions of admiration, that at the conclusion of the matches they determined, with the concurrence of the officers and members of the club, to present her owner, Mr. Josiah Jones, with a substantial token of their appreciation of such a feat of seamanship, and having deputed Mr. G. Higgins, of the *Ariadne*, to act for them, that gentleman presented Mr. Jones with a beautiful silver flower vase, value £25. The *Eblana* steamer, belonging to the City of Dublin Company, as on the previous day, was crowded with members and their friends, to whom every attention was paid by the officers and committee. The attention and courtesy of the master, Capt. Johns, was much appreciated, as under the directions of Commodore Graves, he with great skill afforded the assembled company the closest views of the different points of the match, without at any time interfering with the competing yachts.

The successful carrying out the various details of the two days' programme much praise is due to Commodore Graves, Rear-Commodore Tetley, Mr. R. Tetley, Hon. Treasurer, Mr. H. Melling, Hon. Secretary, and Messrs. H. Littledale, G. Higgins, and E. Fletcher, together with the most valuable assistance of Capt. Inglefield, H.M.S. *Majestic*, Admiral Evans, conservator of the Port of Liverpool, Mr. Hills, R.N., assistant surveyor, and Mr. Simpson, R.N., superintendent of pilots.

In accordance with what has now become an annual custom at Liverpool, the Mayor entertained the yachtsmen attending the regatta on the 25th, to a sumptuous banquet at the Town Hall. Amongst the general guests were the Right Hon. the Earl of Hardwicke, T. B. Horsefall, M.P.; J. Bramley-Moore, M.P.; John Laird, M.P.; S. R. Graves, Commodore, R.M.Y.C.; Admiral Hamilton, Rear-Admiral Evans, Lieut-Col. Hamilton, Lieut-Col. M'Iver, Lieut-Col. Gamble, Capt. Inglefield, H.M.S. *Majestic*, Professor

Haughton, T.C.D. ; Sir John Stewart, Bart ; Wilkinson Tetley, Rear-Commodore R.M.Y.C. ; W. Sandford, Rear-Commodore R.St.G.Y.C. ; Thomas Houldsworth, Rear-Commodore R.N.Y.C. ; Captain Preston, H. Bridaon, Charles Putland, George Putland, A. Duncan, H. Littledale. A. Cox; G. Higgins, Major Bourne, T. E. Moss, R. Tetley (treasurer R.M.Y.C.), H. Melling (secretary R.M.Y.C.), J. Gindrod, Capt. H. Ponsonby, Rev. H. Lomas, Rev. W. Maynard, P. S. French, J. Richardson, C. Tennant Couper, jun, W. Turner, T. Seddon, J. Jones, jun, J. L. Mawdesley, W. H. M. Ellis, together with numerous other yachtsmen whose names our space precludes us detailing. After drinking the usual loyal toasts, several yachting toasts were proposed and responded to, and that of the "Royal Mersey Yacht Club" was received most warmly ; to which Commodore Graves replied in his usual eloquent and happy manner, expressing the great pleasure experienced by Liverpool yachtsmen in seeing so many fine vessels in for their regatta, and the numerous circle of thorough yachting men assembled that evening around their excellent chief magistrate's hospitable board. He hoped long to see that friendly feeling cultivated between the different royal yacht clubs. He would answer for it that the Mersey Club would always be found foremost in promoting one of the noblest and most useful of British sports—that of yacht sailing. The toast of "The other Royal and National Clubs" was ably responded to by members of the Squadron, Cork, Northern, St. George's, Thames, Victoria, Western of Ireland, Welsh, Irish, Western of England, London, and Prince of Wales yacht clubs.

On Saturday, June 27th, during the height of the fresh gale, a schooner called the *Vigilant*, of Kirkcaldy, having on board master, four hands, and a pilot, got on shore on Taylor's Bank. Mr. G. Robertson, an old member of the Royal Mersey Yacht Club, and an excellent yachtsman, was out with two friends in his small yacht, and immediately, on perceiving the dangerous position of the schooner, put back and got out the tubular life-boat, *Rescue*, belonging to the Royal National Life-boat Institution, which as is usual with their excellently-managed fleet, was ready for service on the instant. Proceeding with her crew to the scene of the disaster they had the satisfaction of rescuing captain, crew, and pilot at the critical moment.

ROYAL NORTHERN YACHT CLUB REGATTA.

If the great gathering of yachting men, their friends, and the general public is to be taken as an indication of prosperity, then should we pronounce the Royal Northern to excel on the present occasion all the race meetings of former years. From the fact of so many crack yachts from other clubs being entered to compete for the several prizes, great interest has been evinced in yachting circles for some time past in the several results.

The dates fixed for the regatta were July 7th and 8th. The morning of the first day broke dry and promising, and high hopes were entertained by all, that a day of pleasure was in store for them. Nor were they disappointed, a more suitable day for yachting purposes could not have been desired. With the exception of a few drops of rain which fell in the afternoon, the day was fair, with a fine "topsail breeze" blowing from the south-west, two points south. Such a number of yachts has rarely, if ever, been assembled in the Firth of Clyde, the scene presented being one of the most animating description.

This club, having taken a leaf out of the proceedings of other royal clubs, had engaged the steamer Cardiff Castle, to accompany the yachts during the contests, on board of which a large number of members and their friends witnessed the handling of the yachts during the day.

The club yacht Mosquito was anchored off Hunter's Quay, Dunoon, on board of which Rear-Commodore T. Houldsworth, discharged the duties of judge, being ably assisted by A. S. Schaw, Esq., and W. Houldsworth, Esq.. The scene in the channel was a most inspiring one, the flower of the royal yacht clubs, with numerous small craft cruising about, gave to the yachting eye a feast seldom enjoyed. Her Majesty's steamer Harpy was also present, decked out in her gayest bunting, accompanied by a whole fleet of launches, pinnaces, cutters, gigs, &c.; the gallant performance of the men on board in the several rowing contests adding greatly to the amusement of the day.

The principal interest, however, was concentrated in the first yacht race, which took place between the three new clippers—Surf, Phryne, and Vindex. From the fact of these vessels having fought such hard contests at Queenstown, where the Surf in her maiden race gallantly carried away Her Majesty's cup, beating her competitors by several minutes, and the Phryne having proved the conqueror for the Ladies' cup in the Mersey, also in a race for a piece of plate valued at 100 sovs. on the second day at the same place, the Vindex being second upon both of the latter occasions, excitement was on tip-toe to witness the contest. A greater treat to enthusiastic yachtsmen than the handling of the several yachts during the race has been rarely surpassed. The Thought was entered for this match, but chose to compete in the next, in which she was also entered.

The course for the yachts was from the Commodore's yacht, round a flag-boat stationed at Bullwood, betwixt Dunoon and Innellan, round Shoal's buoy, thence to a flag-boat off Kilcreggan, and back to the Commodore's flag-vessel: the yachts in the first match going three times round the course, and those in the second match twice.

The first race was for a splendid cup of the value of 100 guineas, presented by D. Richardson, Esq., the Vice-Commodore. It was an open race for cutters belonging to any royal yacht club, of 25 tons and upwards. Time race.

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
1238	Vindex	cutter	44	A. Duncan, Esq.	IronSh.BgCo.
978	Surf	cutter	55	C. T. Couper, Esq.	Fife
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher

The Surf got away with a slight lead, the Vindex close upon her weather gauge—the Phryne about six lengths astern. They proceeded upon this tack for some time to enable them to get the wind from the land, when the Phryne was the first to put about, intending to keep close to the weather shore. The other two kept on their first stretch, both coming round about the same time. Upon coming together again the Phryne was a little to leeward of the others, the Vindex now clearly leading by two lengths. All then bore for the east shore, a beautiful sight being here presented. The Surf was first to come about, the Phryne and Vindex keeping their course and again tacking altogether. The Phryne had by this time considerably made up her lee-way on the Vindex, and after continuing her course again put about, keeping the east shore, taking full advantage of the ebb tide. On the next tack the Surf came round to windward of the Vindex, the Phryne still hugging the east shore on short tacks. They then all stood for Powell's buoy at Bullwood, the Vindex being first, closely followed by the Surf, the Phryne some lengths astern. Down come small gaff-topsails and jibs, and balloon topsails, and jibs are hoisted as substitutes. The run up channel was a splendid one, every legitimate inch of canvas being crowded upon them—the balloon jib of the Phryne not drawing well, however, evidently retarded her progress. Passing the Cloch, the Vindex was still leading, closely followed by the Surf, the Phryne being about three lengths astern of the Surf. On returning to the Commodore's yacht for the first time, speculation ran high which was first, but on a closer approach it was found that the Vindex still led, rounding the flagboat in the following order:—

	h. m. s.		h. m. s.		h. m. s.		
Vindex	2 2 5	|	Surf	2 6 20	|	Phryne	2 7 1

On re-rounding the Commodore's flag-boat the Vindex carried away her bob-stay, but soon got it replaced, never altering her course. A repetition of tacking again took place, to enable them to beat down to

the buoy at Bullwood. The yachts were here lost for a time, but they again appeared, the Surf having now got ahead of the Vindex, passing the Commodore's yacht a second time as follows:—

	h. m. s.		h. m. s.		h. m. s.
Surf.....	5 5 26	Vindex	5 6 2	Phryne	5 12 47

During the last round the wind became light, and Phryne, whose backers had lost heart, revived their spirits by gradually creeping up on her opponents, who were sticking to each other like leeches, Vindex hanging on Surf's quarter. At the Kilcreggan flag-boat the three vessels were in a cluster, Vindex slightly to windward, Surf in the centre, and almost in collision with Phryne, which was to leeward. So near were they, that as a token of the friendly nature of the contest, a bottle of champagne was handed from the Phryne to the Surf. Vindex rounded first, and the others together, so close that a foul appeared inevitable, but so beautifully were the vessels steered and handled that none occurred. The Surf on rounding stood into Gourrock Bay, and, catching the fresh land breeze, soon passed the others, who by heading to the Kilcreggan shore got in a comparative calm, or what sailors call the "doldrums." The race finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Surf.....	8 16 33	Phryne	8 17 22	Vindex.....	8 23 14

The Surf thus (allowing half-minute per ton) beat Vindex by 1m. 11s.

The next race was for a purse of 30 sovs., open to all yachts belonging to any Royal Yacht Club, of 10 tons and not exceeding 30 tons. Time race. The following started:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1049	Thought.....	cutter	27	J. Jones, Esq., jun.	Hatcher
749	Onda	cutter	20	A. Morrison, Esq.	Fife
57	Atalanta.....	cutter	27	N. Arnold, Esq.	Marshall
159	Cinderella	cutter	15	A. Finlay, Esq.	Fife
862	Ripple.....	cutter	12	J. Campbell, Esq., jun.	Fulton
73	Banba.....	cutter	24	W. I. Doherty, Esq.	Marshall
985	Swallow	cutter	18	D. J. Penny, Esq.	Fife
470	Glide	cutter	14	D. Fulton, Esq.	Owner

All got under way, passing the Commodore's yacht at 12h. 23m. 36s.—the Glide first, Atalanta second, a little to leeward, however; Banba third, Swallow fourth, Thought fifth, Cinderella (which had her topmast struck), being sixth, Ripple seventh, and Onda considerably astern. A splendid contest for about a mile then ensued, all standing for Cloch

Lighthouse, the Glide still retaining her lead, but going a little to leeward. The Thought now began to creep upon the other yachts, having scooped water on all her sails to make them draw. All now wore round, the Glide first, the Thought having taken second place, the Banba close astern, but having hung long in stays, dropped to leeward. A succession of tacking now took place, the whole interest, however, being concentrated in the Thought and Glide, the latter of which was still leading. The tack reaching the Bullwood buoy was one of the most exciting sights that could be witnessed. On comes the Thought and Glide, the latter to windward, but a little astern. The Thought was first to 'bout ship, the Glide coming round immediately afterwards, and both rounded the buoy bow and bow, though the Glide reached it first by a short head. Up go balloon-topsails on Thought, balloon jib and large topsail on Glide. A fine piece of seamanship was here displayed. The Thought, having got astern of the Glide, slipped round her weather side, taking the wind out of her sails. A similar trick was tried by the steersman on board the Glide, but the steersman on board the Thought having his weather eye open, quickly prevented him by running his yacht up on the wind. The Bullwood buoy was rounded at 1h. 30m. The Banba rounded the buoy at 1h. 37m. The Thought now went ahead of the Glide, her large mainsail giving her a great advantage in running before the wind. No alteration of their positions now took place, they passed the Commodore as follows, viz:—

	h. m. s.		h. m. s.		h. m. s.
Thought.....	2 54 19	Cinderella	3 19 6	Swallow	3 22 20
Glide	3 6 34	Ripple.....	3 22 2	Atalanta	3 26 56
Banba	3 9 5				

The Onda having carried away her topmast whilst rounding Kilcreggan flag-boat retired from the race. There was a strong breeze, and most of the vessels took in topsails and struck topmasts, making all snug. Thought continued to increase the gap between her and Glide, and the race was finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Thought.....	6 1 50	Banba.....	6 27 32	Ripple	6 57 10
Glide	6 20 8	Cinderella	6 53 40	Swallow	6 59 10

The Atalanta was not timed. Her new topsail would not stand on a wind, and became a back sail, and consequently threw her astern.

Several boat races were contested during the day. One between fishing skiffs (sailing) for prizes of 8 sovs. first boat, and 2 sovs. second. This was decided by Stag receiving first prize, Blue Jacket second, beating Racehorse, Aims, Isabella, and Persian.

A race by four-oared jolly-boats was won, Wizard 2 sovs., Alabama

1 sov., and Flower of the Forest last. Then followed rowing matches between men-of-war boats, and the whole concluded by a duck hunt.

By the kind permission of Capt. Farquhar, R.N., and the officers, the splendid band of H.M.S. Hogue was on board the Commodore's barge, and discoursed some excellent music, which added greatly to the enjoyment of those on board. Capt. Savage and Mr. Crockatt superintended the arrangements on board the Commodore's barge, their kindness and urbanity to all on board calling forth universal encomiums.

Second day.—On the 8th of July the weather was, if anything, more favourable than on the previous day. The atmosphere was dry and warm, with a fine "full sail" breeze blowing from N.W. to W. The Cardiff Castle, with a large company of ladies and enthusiastic yachtsmen on board, again accompanied the races, increasing the interest usually excited upon former fetes of this the principal yachting club of Scotland. The fine band of the Hogue was also on board the Cardiff Castle, Captain Farquhar, R.N., taking command of the steamer. The several competitions were even of a more interesting character than those of the previous day, three prizes for yachts being competed for—the first for schooners and yawls of 30 tons and upwards; the second for a purse of 50 sovs., for cutters of 25 tons and upwards; and the third for a purse of 20 sovs. for yachts of 8 to 20 tons. Three of our crack Clyde schooner yachts were entered for the first race, five of the fastest cutters in the three kingdoms for the second, and six well-known cutters for the third. A number of sailing and rowing matches for fishing boats and gigs also took place, giving those on shore a double interest in the regatta. Thomas Houldsworth, Esq., Vice Commodore, in the absence of his Grace the Duke of Hamilton and Barndon, Commodore, efficiently acted as judge, ably assisted by A. S. Schaw, Esq., and the honorary secretary, R. Hope Robertson, Esq. The course was the same as on the previous day, the arrangement for each class of yachts being identical, viz: three times round for yachts of the first and second class (a distance of about 40 miles), and twice round for yachts of the third class in tonnage.

The first contest was for a purse of 100 sovs. open to schooners and yawls belonging to any Royal Yacht Club of 30 tons and upwards, time race, the following entered and started:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
856	Reverie	schooner	41	F. Powell, Esq.	Steele & Co.
162	Circe	schooner	135	D. Richardson, Esq.	Steele & Co.
375	Fiery Cross	schooner	53	J. Stirling, Esq.	Fife

The starting gun was fired at 12h. 20m. 5s. and the three vessels got underway in splendid style, the Circe leading, Reverie second, and Fiery Cross third. The smart breeze then blowing on their quarter enabled them to stand close inshore; but an accident having befallen the Circe she lay to for some minutes, the Reverie going off with the lead, closely followed by the Fiery Cross. The necessary repairs having been made, the Circe started off in pursuit, but having dropped somewhat to leeward, had to make a short tack when opposite Dunoon to enable her to weather the flag-boat off Bullwood. The three then proceeded close-hauled along shore, the Reverie and Fiery Cross turning the flag-boat abreast, Circe still bringing up the rear. Up go balloon jibs, all running up channel before the wind. On passing Cloch Lighthouse, the Reverie had gained a considerable distance on the other yachts. All now bore for Shoals buoy, no change taking place. In beating down channel, however—the Fiery Cross having stood on a much longer starboard tack than her rivals was enabled to overhaul the Reverie—they passed the Commodore's flag in the following order:—

	h. m. s.		h. m. s.		h. m. s.
Fiery Cross.....	1 50 31	Reverie.....	1 51 37	Circe.....	1 58 26

On beating up, the Fiery Cross struck her topmast taking in her fore-gaff-topsail. No alteration took place in their several positions for some time, all rounding the buoy at Bullwood in the same order. The wind having died away a little, the Reverie got her "staysail" rigged out on the weather bow, the others hoisting their balloon jibs. Circe had now headed the Fiery Cross, going off with the lead, but the excellent sailing qualities of the latter enabled her again to overhaul her "big sister" while beating down to the Commodore, and they rounded the flag-boat as follows:—

	h. m. s.		h. m. s.		h. m. s.
Fiery Cross.....	4 13 9	Circe.....	4 14 19	Reverie.....	4 21 5

The Reverie on the run down to Bullwood having caught a splendid puff of wind, made considerably on her competitors, who lay almost becalmed, drifting fast to leeward. On rounding the Shoals, however, the Circe was again leading, the Fiery Cross second, the Reverie being somewhat to leeward. After beating up to the Commodore, they passed the flag-boat in the following order, viz:—

	h. m. s.		h. m. s.		h. m. s.
Circe.....	6 51 34	Fiery Cross.....	6 57 27	Reverie.....	7 19 18

The Fiery Cross became entitled to the prize by the allowance of time. We believe this is the first defeat ever sustained by the Circe on the Clyde; and as this is the maiden race of the Fiery Cross we beg

to congratulate Mr. Stirling her owner upon his good fortune in possessing such a splendid little sailing craft. She was built by Fife of Fairlie, and launched in the spring of the present year. The Circe was built by Mr. Steele of Greenock, and launched in 1862. The Reverie was also launched last year from Mr. Steele's yard.

The next match was for a prize of 50 sovs. by cutters of 25 tons and upwards; time race. * The following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Yachts	Rig.	Tons	Owners	Builders
978	Surf.....	cutter	54	C. T. Couper, Esq.	Fife
1049	Thought.....	cutter	27	J. Jones, Esq.	Hatcher
807	Phryne.....	cutter	55	T. Seddon, Esq.	Hatcher
57	Atalanta.....	cutter	27	N. Arnold, Esq.	Marshall
1238	Vindex.....	cutter	44	A. Duncan, Esq.	Iron Sh.BgCo.

The Atalanta did not compete; the remaining four, however, upon the firing of the gun, got underway at 12h. 12m. 20s. This was a beautiful start, Surf getting a slight lead; Thought about a boat's length astern, the Vindex and Phryne being together. Phryne soon began to overhaul the Thought, having got the weather gauge of her, taking second place, all going at a rattling pace. All ran close-hauled along Dunoon shore, distant about three lengths from each other. The Surf for a little while seemed to decrease her lead. Vindex now overhauled the Thought, taking third place. On rounding the buoy at Bullwood the Surf still led by about 27s., Vindex rounding 1m. later, Thought being some distance astern. Balloon jibs are again brought into requisition to assist them up channel before the wind. Off they go at a slashing pace, the Surf still leading on passing the Cloch. Having beat up from the Shoals, they passed the flag-boat thus:—

	h.	m.	s.		h.	m.	s.
Surf	2	21	46	Vindex.....	2	24	31
Phryne.....	2	23	37	Thought ..	2	32	57

On the close-hauled run along shore the Phryne drew upon Surf, the former's gaff-topsail not drawing very well in consequence of the "leach" becoming unfastened. Here ensued a splendid contest, the Phryne being now close upon the Surf, her jib-boom occasionally coming over her. Pass the Surf, however, she evidently could not. As soon as Phryne crept upon the Surf's weather quarter, the latter drew closer on the wind, compelling the Phryne to keep astern. The excitement on board the Commodore's barge now became intense, experienced yachtsmen declaring they had never witnessed such a splendid handling of yachts. They continued together till near the Bullwood, when Surf

again crept a little ahead rounding the buoy about 23s. in advance of Phryne. The Surf still retained her lead, and on passing the Commodore's flag-boat the second time, their relative positions were:—

	h. m. s.		h. m. s.
Surf	4 36 33	Vindex.....	4 44 36
Phryne.....	4 37 13	Thought	5 5 12

No other change took place during the contest, the yachts reaching the Commodore as follows:—

	h. m. s.		h. m. s.
Surf	7 14 28	Phryne.....	7 31 43
Vindex and Thought not timed.			

No such contest has ever been witnessed on the Clyde, or we may say in Scotland, as that between the three first named yachts in the races of Tuesday and Wednesday—this being a year to be remembered as the “Surf’s” year. She belongs to Mr. Couper, was built by Fife, of Fairlie, and was launched during the present year. She ran her maiden race at Queenstown, defeating several compeers, including the Phryne and Vindex, in the race for Her Majesty’s plate, valued 100 guineas. She is a credit to her owner, a ‘name’ to her builder, and an honour to the Clyde.

The third race was for a prize of £20, by yachts of Royal Yacht Clubs from 8 to 20 tons, the start took place at 12h. 43m. and was contested by the following vessels:—

Numbered as in Hunt's Universal Yacht List 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
159	Cinderella	cutter	15	A. Finlay, Esq.	Fife
862	Ripple	cutter	12	J. Campbell, jun., Esq.	Fulton
470	Glide	cutter	14	D. Fulton, Esq.	Owner
863	Ripple.....	cutter	8	T. F. Livingstone, Esq.	Fife

A very close race took place between Cinderella and Glide, and big and little Ripple, to the Bullwood buoy, which was first rounded by the Cinderella, followed by Glide. Before reaching it the little Ripple's throat halyards gave way and she abandoned the contest. Cinderella kept the lead, but the larger Ripple headed Glide, and they passed the Commodore in the first round as follows:—

	h. m. s.		h. m. s.		h. m. s.
Cinderella	3 12 59	Ripple.....	3 14 55	Glide	3 15 54

During the last round, Glide took the second place, and closed upon Cinderella. While crossing from Strone to the goal, the latter was to windward, and seemed sure of success, but Glide made a short tack to

clear the buoy, and to the astonishment of all observers, rounded it cleverly 14s. in advance of her antagonist. The following is the time of arrival:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Glide	6	2	27	Cinderella	6	2	41	Ripple	6	7	53

Boat rowing followed—in the first of which three four-oared jolly boats contended for a prize of 3 sovs.; won by Rittler, beating Sir Colin and Secret by about half a length. The next was for a prize of 30s. in similar boats, pulled by youths, when Wizard beat Virginia and Attempt.

Then followed a splendid race by two-oared boats for 30s. which was won by Wave, beating Secret and Fern. A match came off between lug-sail boats for 2 sovs. which was won by Colleen Bawn, beating Rambler, Peep o' Day, and Janet.

The whole concluded with a duck hunt:—and thus terminated one of the best regattas ever known on the Clyde.

THE ROYAL IRISH YACHT CLUB REGATTA.

A CLOUDLESS sky, a broad expanse of sparkling sea, shores of woody and mountain beauty, innumerable and many-coloured flags, half an acre or so of snowy canvas, with piers, promenades, and club-houses crowded with spectators, were the distinguishing features of the Royal Irish Yacht Club Regatta of 1863, which commenced on Wednesday, July 15th, at Kingstown. If the winds slumbered, as on this occasion to some extent they did, and left anxious yachtsmen whistling for a breeze in vain, the magnificent weather compensated the mass of holiday visitors for the absence of the fine effects wrought out in yachting matters by a rattling breeze. The Kingstown Regatta may be looked on as the Irish Derby of the yachting world. The proximity of the locality to Dublin, the safety and suitability of its harbour for yachts and yachting, and, above all, the opportunity it affords the pent-up citizen of the metropolis to view his famous bay and seaboard, and his favourite mountains, have, from its earliest occurrence, marked it as a red-letter day of healthful and innocent enjoyment. The *prestige*, too, gained for it by the liberal and careful management of the two Royal clubs who in turn conduct its affairs, lend it a no less interest in the eyes of the lovers of yachting. Its attractions were never more apparent than yesterday. From an early hour the harbour presented on every side

signs and tokens of gaiety and enjoyment in marine affairs. H.M.S. *Ajax* was dressed from bowsprit to truck and stern with long lines of bunting, broken at the intervals of the mastheads by the white, red, and blue flags of the Royal Navy. The Revenue cruiser *Stag*, which served as flagship, was similarly dressed, as were also such of the fine squadron of yachts at present moored in harbour, whose snowy canvas had not been shaken out to the breeze preparatory to a cruise or a start in the events of the day. The troop-ship *Sydenham*, at present lying at Kingstown, under orders for India, also displayed several flags. On shore, the Royal St. George's Club, the Royal Irish Club, the pilot station, the fort and lighthouse at the pier head, the Harbour Commissioners' office, the Coast-guard station, the Railway and Steam-packet offices, and the mail steamer, were also dressed with lines of variegated bunting, or crowned with the national flags; the entire scene, backed by the prospect beyond the bay and the hill and shores of Howth, being one of great animation and picturesqueness. But if the harbour was alive with flouting bunting, its piers and promenades were no less alive with people. The great and continued heat of the season, the inducement to make holiday at Kingstown, and the immense facilities presented the citizens of Dublin at such a time to

"Bask in the glare or stem the tepid wave,"

at so slight a cost of time or money, resulted towards evening in a gathering in the aggregate of some 15,000 people—railway, steamer, and omnibus from about midday continuing, with little intermission, to pour into the locality crowds of well dressed and fashionable visitors—a barometer at set fair, and a thermometer at 80° in the shade, rendering the sea breezes of Kingstown most acceptable to the masses. The trains of the Dublin and Kingstown Railway, of course, conveyed the greater number of passengers; but the steamer *Kingstown* also carried down from Dublin at least 300 persons on several of her trips, the graceful steamer *Mars* arrived about noon with a good freight, and leaving again to follow the various yacht races round the bay.

The start of the competing yachts is in general witnessed but by a few enthusiastic yachtsmen, but to-day a very considerable crowd of spectators assembled on the piers and at the pier-head fort in order to witness it. A good yacht start is a sight of great interest, and, borne in memory, deserves the application of the poet's line, that

"A thing of beauty is a joy for ever."

The rush of waters divided by the sharp prows of yachts whose lines have taxed to the utmost the skill of the builders, the well-bent and

motionless sails, the taut rigging, the glittering ornaments of the deck, and last, not least, the skilled helmsmen and his spruce crew, watching with strained attention to take every fair advantage of tack or breeze, in combination present and effect unequalled in impressiveness.

The first race was for a piece of plate, presented by the Royal St. George Yacht Club, value 60 guineas. Open to all yachts belonging to members of Royal Yacht Clubs. A time race. Ackers' scale. Royal course, twice round.

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
978	Surf.....	cutter	54	C. T. Couper, Esq.	Fife
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship. Co.
63	Avalanche	cutter	47	J. Wheeler, Esq.	Owner
6	Æolus	cutter	50	T. Houldsworth, Esq.	Fife

The starting gun was fired at eleven o'clock precisely. The Phryne got away first, and let out of the harbour, the Surf being next to her, and the three other vessels following. The Phryne, Surf, and Vindex went out with balloon jibs. The Surf, at starting, had the misfortune to carry away her topsail yard at the slings, which gave her a check she was never able to recover. The sail a very large one, was speedily replaced, and the race of the day was closely contested by this fine cutter, which was the winner at the late Clyde regatta. The course for this race being the long or Royal one, twice round, the yachts were out the entire day. Shortly after starting the Æolus, which had been lost, ran past Vindex (fourth) to windward, at a tremendous pace, showing the young'uns that she still retained sufficient power to jeopardize their positions. With undiminished speed she rattled away after Avalanche (third) and endeavoured to get to windward, who tried to stop her, but she passed, and then ran up beam and beam with Surf. The Avalanche now challenged Surf and passed her, and the Muglin flag-boat was rounded thus—Phryne first, Æolus second, Avalanche third, Surf fourth, and Vindex fifth. With a free wind they swept away for the Kish lightship, the Avalanche threatened the Æolus to windward, and the latter hauled up to return the compliment previously paid by her. Vindex drew up on the weather side of Surf, with whom she continued some minutes beam and beam, then Vindex got her bowsprit on the weather quarter of the Avalanche, and the Surf drew up abeam of the latter, passing both her and Vindex, and racing after Æolus slipped through her lee, and then lowered her foresail to let her balloon jib

draw, at the same time she drew rapidly on Phryne, which latter took in her balloon jib and foresail preparatory to rounding the Kish light-ship which was performed thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	12	3	30	Æolus	12	34	29	Avalanche.....	12	37	30
Surf	12	18	0	Vindex	12	35	0				

The wind now inclined more northerly, and it became a turn to windward to Candlestick Bay boat, they shifted their head balloon canvas for working jibs and foresails, but balloon topsails were still carried. Shortly after rounding the Surf tacked to port, which was followed by all the others ; in a few minutes they tacked to starboard, and the Surf was at this time abeam, and to windward of Phryne, with Æolus second, a little ahead of and to windward of both Æolus and Vindex. The Phryne's balloon topsail was now shaking, but again she took a slashing breeze, and began to draw ahead of Surf ; at the same time the Vindex tried to run through the Æolus's lee, the latter bore down and tried to cover her, but the Vindex would not be denied, and forced her passage cleverly. About 1 p.m. the Phryne tacked to starboard, and the wind breaking her off in quite a new vein she headed right out to sea, in opposite direction to Surf. The wind shortly after fell calm, every one looking anxiously for a "blow," when Phryne caught the first fresh breeze from another point of the compass altogether, and headed up the Howth on the same tack (starboard) as Surf, but lying fully three points higher. The Candlestick Bay boat and Poolbeg flag-boat were rounded in the following order—Phryne first, Surf second, Vindex third, Avalanche fourth, and Æolus fifth.

After passing the latter boat, the pretty little cutter Pet (Colonel Rutledge) met the racing vessels, when the Surf threw a bottle overboard with a paper containing a request that a new balloon topsail yard, 57 feet in length, 5½ inches in diameter, might be ordered for her to be ready against the following day's match. Colonel Rutledge immediately bore up for the harbour, and in the second round hailed the Surf to say that the request would be complied with. The Harbour flag-boat was rounded the second time thus :—

	h.	m.	s.		b.	m.	s.		h.	m.	s.		
Phryne	2	25	30	|	Surf	2	37	20	|	Vindex.....	2	54	45

The Avalanche and Æolus not timed.

The wind at this time had shifted to S.S.E. giving a dead turn to windward to round the Muglin flag-boat, the Phryne still carrying her balloon topsail, which materially assisted her, while Surf, although well handled, felt greatly the loss of her topsail yard, yet she fought her

rival with great perseverance, and at the Poolbeg boat she was within six minutes of Phryne. From this point to the harbour flag-boat it was a close haul, and the Surf looked well for the boat whilst Phryne did not appear to hold so good a wind. Both vessels got ready their balloon jibs and foresails for the last desperate struggle after rounding the harbour flag-boat, which was done as follows—Phryne 6h. 36m. and Surf 6h. 38m. 15s. Up went the large sails like lightning, but the Phryne's luck still stood by her, and the match was finished thus :—

	h. m. s.		h. m. s.
Phryne	6 54 40	Vindex	7 4 0
Surf	6 56 50	Æolus	7 30 0

The Phryne was hailed the winner, and her generous rival ranged up alongside and gave her three hearty cheers, which to Mr. Seddon must have been more gratifying than even the receiving of the prize. It showed a good feeling and did honor to the Surf's crew.

The second race was for a purse of 30 sovs. Open to all yachts belonging to members of Royal Yacht Clubs of 35 tons and under. A time race ; to start at 12 o'clock noon. Donegal course, twice round.

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
381	Fingal.....	cutter	22	F. Gowan, Esq.	Owner
296	Emmet	cutter	32	W. W. F. Hay, Esq.	Wanhill
829	Queen	cutter	28	F. M. Ross, Esq.	Wanhill
1049	Thought.....	cutter	27	J. Jones, Esq.	Hatcher

The Thought was the favourite at long odds. An excellent start took place, the Emmet got away with the lead, followed by Thought, Queen, and Fingal, in which order they passed the first flag-boat. After rounding the Emmet seemed slow in setting her topsail, when the Thought, which had been nearly beam and beam with her at the flag-boat, overhauled and passed her. The Queen next tried her power with Emmet and ultimately passed her, taking second place. The Emmet and Fingal seemed to go better whenever the breeze freshened, but the Thought appeared to do as she pleased. The Candlestick Bay buoy was rounded thus—

	h. m. s.		h. m. s.		h. m. s.
Thought	12 57 0	Emmet	1 0 30	Fingal	1 5 30
Queen	12 59 15				

After rounding the Emmet got her boom over the port hand, and this, together with the ebb tide catching her, caused her to lose position ; she soon, however, discovered her mistake. The Fingal, after rounding,

apparently put about and gave up the race, however, to the astonishment of all, she was round again in a moment, and resumed the race. There was no further change, and the flagship in the harbour was passed as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Thought	4	25	7	Queen	5	30	20	Emmet	5	34	50

This added a fresh laurel to the saucy little Thought, and we shall be glad to find her, under her present spirited owner, a frequent winner.

The third race was for a purse of 15 sovs. Open to all yachts belonging to members of Royal Yacht Clubs of 15 tons and under. One minute time for difference of tonnage. Donegal course, once round.

Yachts	Tons	Owners	Yachts	Tons	Owners
Antelope	13	Thos. Baker, Esq.	Dove	12	T. D. Keogh, Esq.
Ripple	12	J. Campbell, Esq.	Spell	12	R. Smith, Esq.
Glide	14	D. Fulton, Esq.	Magnet	12	E. J. Bolton, Esq.

This race attracted great attention, as the number of spectators had increased immensely at the time of its occurrence. Glide cleared out well ahead in the start, followed in a picturesque group by Magnet, Ripple, Spell, Antelope, and Dove. The vessels arrived in harbour in the following order and time :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Glide	3	42	0	Magnet	3	57	35	Spell.....	4	13	35
Ripple	3	47	35	Dove	4	3	50				

The Glide was declared the winner, and had the lead throughout. Her appearance was very pleasing, and she was generally admired.

The fourth, a lilliputian race, for yachts not exceeding six tons; the first to receive £4, second £1, and third yacht 10s.

Yachts	Tons	Owners	Yachts	Tons	Owners
Cygnat	3	J. Williams, Esq.	Junk	2	E. P. Clarke, Esq.
Torment	5	J. Todhunter, Esq.	Rattler	4	W. Oliver, Esq.
Arrow	3½	J. P. Nolan, Esq.	Sneezer	6	F. Hammond, Esq.

The start for this race was perhaps about one of the most generally interesting events of the day, the tiny crafts attracting much attention as they stole gracefully out of harbour, under the lightest possible breeze, the Torment, the well known yacht of J. Todhunter, Esq., the very courteous hon. secretary of the Royal Irish Club, being particularly admired. The timing of this race is as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Sneezer	4	47	0	Torment	5	9	5	Junk	6	19	10

The rowing match for 30 sovs. for four-oared gigs, to be pulled and steered by gentlemen, did not come off; the reason assigned for this arose from an objection, on the part of the University men, to the

Liffey boat, as being, if not exactly an outrigger, something very similar.

Two gentlemen then rowed for a purse of 10 sovs. presented by the Dublin and Wicklow Railway Company, when J. Lecky, Esq., conquered R. J. Vanderkiste, Esq., thus pocketing the corianders.

In a good fishermen's race, for which three boats entered, the *Mary* of Bullock and the *Emerald* came in first and second respectively. Punt races were won by boatmen Brady and Langan. This terminated the sporting events of the day, which must be long remembered as one of the finest and pleasantest ever passed at Kingstown.

The Dejeuner.—At three p.m. his Excellency the Lord Lieutenant, accompanied by Captain Cockerell, A.D.C., Major Bagot, Captain Williams, and Mr. Hatchell, Private Secretary, arrived at the Royal Irish Yacht Club-house, where he was received by Dr. Corrigan, and the Sailing Committee of the day, B. Hone, W. Sweetman, and W. Corrigan, Esqrs. Subsequently to viewing the harbour, in the sports going forward in which his Excellency manifested a lively interest, he entered the dining-room of the club-house, where a most sumptuous and *recherche dejeuner* had been prepared for some 70 specially invited guests, the entire arrangement and service of which reflected much credit on Mr. Smith, the steward of the club. Immediately to the right and left of the Lord Lieutenant were—Dr. Corrigan, the Marquis and Marchioness of Kildare, the Earl of Meath, the Hon. George Handcock. The company present included Sir R. Griffith, Bart.; Sir R. Shaw, Bart.; Lord Chancellor Brady and Mrs. Brady, the Right Hon. the Lord Mayor and Lady Mayoress, S. R. Graves, Esq., ex-Mayor of Liverpool and Commodore of the Mersey Club; Colonel and Mrs. M'Kerlie, Captain Gibton and Mrs. Gibton, Captain Hutchinson, A.M.; Captain and Mrs. M'Kerlie, Phineas Riall, Esq., High Sheriff; Mrs. and Miss Corrigan, Mrs. and Miss Joseph Hone, J. Murphy, Esq.; J. Stephenson, Esq., Vice-President; E. W. Maunsell, Esq., H. C. Plunkett, T. R., and Mrs. Crawford, Captain and Mrs. Lake, A. J. Ferrier, Esq.; Captain and Mrs. De Courcy, Captain Henry, Colonel Hillier, — Walsh, Esq.; the Misses Williams, &c. (

Some prize strawberries had been supplied for the Lord Lieutenant's table from the gardens of J. N. Boswell, Esq., of Monkstown, which attracted general notice. Besides the principal *dejeuner*, luncheon was supplied in another apartment to some 200 guests. The Chairman, Dr. Corrigan, at the conclusion of the *dejeuner*, gave the health of the Queen, which was duly honoured. He then proposed the toast of the occasion—the health of the distinguished guest of the Royal Irish Yacht Club—the Lord Lieutenant. He said that philosophers had instructed them that certain changes took place in the organic world at certain periods; and, without meaning to allude to the changes which sometimes affect the British Constitution every seven years, he felt a singular pleasure in noticing the remarkable circumstance that almost this day the Earl of Carlisle completed his seventh year

as the representative of Royalty in Ireland, (hear, hear). Were that seven years seventy times seven they would not be tired of his rule, nor hold his character in higher esteem. His Excellency, by the ordinary rules of apprenticeship, had now fully entitled himself to be ranked as a genuine Irishman (cheers). The chairman then called on those present to manifest their respect for the high office held by the Earl of Carlisle, and their esteem for himself personally, which was responded to in the most enthusiastic manner.

The Lord Lieutenant, in reply, said that he felt deeply obliged for the words of kindness expressed towards him by the chairman, and that he was fully sensible of their sincerity and value. He trusted that the allusion made to his term of office in Ireland was not to be accepted by him as a notice to quit (laughter). He was well pleased to join so distinguished and good a company at so hospitable a board, which in itself was sufficient to show any stranger landing on the adjacent shore what true Irish hospitality was (cheers). In thanking the present company for the kind manner in which they had drunk his health, he begged to propose, "The long-continued success of the Royal Irish Yacht Club, and the health of their president of the evening, Dr. Corrigan." (Hear, hear).

Dr. Corrigan, in reply, referred with regret to the absence, through illness, of Joseph Hone, Esq., the Vice Commodore of the Club. He on the present occasion felt peculiar pleasure in stating that he had, so to speak, been one of the sponsors of the Royal Irish Yacht Club. He had been familiar with the progress of the club from very humble beginnings till he found it in its present prosperous position (hear). He had encouraged it on educational grounds, as he did collegiate games of every kind. When the mind alone was cultivated the intellect often became overpowered, and he ever found that the hand which wielded with vigour the oar or the cricket-bat was not the less able to carry away the prize medal (cheers). The beautiful Bay of Dublin might be looked on as the "cloth of gold" where the brotherly and manly sports attached to the yachting world might be and were cultivated to perfection; and with respect to the fair ladies he saw around him, he felt sure he could say for them that they would not the less accept a hand because it came rough and hard from holding a tiller or pulling a rope (great cheering).

Dr. Corrigan having heartily thanked his Excellency for drinking his health, and the distinguished company present for their ready response, his Excellency and party rose from the table and departed, visiting subsequently, in company with the Marquis and Marchioness of Kildare, Captain De Courcy on board her Majesty's ship Ajax.

The fine bands of the 36th Regiment and of the Constabulary performed on the balcony, during the *dejeuner* and throughout the afternoon; the band of the 19th Regiment performing in the Gresham Gardens as usual on Wednesdays.

The match between the Kingstown, Poolbeg, and Howth life-boats is expected to take place on the 16th, the Royal Irish Club having given £5 in

aid of subscriptions provided. The events of the day will be of a most varied character, and will close with a brilliant display of fireworks.

The only accident of the day was one occurring on the Kingstown line, which interrupted the traffic for about two hours, but was unattended with any injury to life or limb, save a slight bruise received by a gentleman in one of the carriages. It appears that as the six p.m., up train was leaving Kingstown and had not cleared the points opposite the Royal Irish Yacht Club, it came in contact with the engine of the 5.45 down-train just coming into the terminus, which is entered on a single line. Two second-class carriages were completely smashed. Mr. Denis Murphy, of Parliament-street, sustained a severe injury to the knees, owing to the shock. He was thrown against the seat opposite to which he was sitting, and his knees were very much hurt. The injury is painful, though, we hope, not serious.

Second Day, July 16th.—This was considered the Derby Day of the regatta as the principal prize of one hundred sovereigns had to be contested. In the list of entries the vessels which ran on the first day were those that were to go in for the "blue ribbon" on Irish waters, but only three, and those strangers, appeared at the starting moorings. They were, no doubt, new and fast craft, but that was no reason, when the harbour was full of noble vessels, that yachtsmen did not try their luck in "the glorious uncertainty" of racing and not let three cutters from the other side of the channel absorb all the interest of the regatta, as far as sailing was concerned. Men, the owners of renowned vessels, said, "What is the use of our going out in such holiday weather as this when only zephyr craft can have a chance of winning." But it should be remembered that light weather vessels have their disadvantages when it is blowing fresh, and the true yachtsmen should be prepared for all weathers, and regard the fact that losing a prize gloriously was the next best thing to winning it, particularly as only one boat in each race can be the winner. As far as wind was concerned to-day, it was a great improvement on the day previous, as a stiff, steady gaff-topsail breeze blew from the eastward during the greater part of the day. The warm sun shone out brilliantly, and thousands availed themselves of the steamers Kingstown and William Hall to take a trip down to see the sports. The railway traffic was very brisk, and the omnibus people had their hands full of business. There were greater numbers in Kingstown to-day than on Wednesday, and all Eblana, save those who were in charge of the houses and children, appeared to be at the sea side. As far as varied coloured bunting could go, nothing was left undone to make the scene as gay and attractive as possible. The waters of the harbour were all animation, as boats of all kinds were to be seen plying from place to place, and steamers running in full freighted with people

they had brought down from Dublin, and running back again with a kind of benevolent zeal and assiduity to bring down all who might have been foolish enough to stop in town on such a glorious day.

At 11h. the gun fired for the start, and the following went away for the purse of 100 sovs., which was open to yachts belonging to any Royal Yacht Club.—Time race.

No	Names of Yachts	Rig	Tons	Owners	Builders
978	Surf.....	cutter	54	C. T. Couper, Esq.	Fife
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship. Co.

The Avalanche, Æolus, and Thought entered, but did not start. The wind was right in from E.S.E. to E. The Phryne took the lead on the starboard tack, lying well out of the harbour, the Vindex second, on the same tack under her lee, while the Surf made a short board on the port tack to clear her wind of the Phryne, and then lay out on the starboard tack on the Phryne's weather quarter. The Vindex being dead to leeward, had to make a short board to starboard in the harbour's mouth, and then lay out to windward of both Surf and Phryne. The Surf held a fine wind going out. .Skeeting was the order of the day, and the trio dashed ahead towards the Muglin boat, which they rounded—Phryne first, Surf second, Vindex third, a difference of 3m. 15s. between first and last. After rounding they had a dead beat for the Kish, and the Phryne stood to port on the starboard tack up the bay, followed by Surf, whilst Vindex stood to the southward and eastward on the port tack. The Phryne now began to shake off her rivals, and the harbour flag-boat was passed the second time by her considerably in advance, thus:—

	h. m. s.		h. m. s.		h. m. s.	
Phryne	3 6 45	|	Surf.....	3 10 10	| Vindex	3 17 40

The second round was nearly a repetition of the former, as no change in the position of the vessels occurred, except the Surf lessening the distance between herself and Phryne, whilst Vindex lost ground considerably, the time of completing the race being:—

	h. m. s.		h. m. s.		h. m. s.	
Phryne	6 10 20	|	Surf.....	6 18 20	| Vindex	6 42 50

The Phryne was again hailed the victor, and as she came to her moorings hoisted her two winning flags beneath her club burgee. She won her laurels fairly, but must not be too proud or confident, for like many a noble clipper the day may come when she will be humbled.

The next match would have been of very decided interest but for the weather falling light. It was for a purse of 50 sovs., presented by the Dublin and Wicklow Railway Company. A time race. The following vessels started :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
162	Circe	schooner	129	D. Richardson, Esq.	Steele
946	Snipe	yawl	39	P. D. Drinkwater, Esq.	Wanham
35	Amy	schooner	69	J. Barrett, Esq.	Fife

This was, in a measure, the principal race of the day, and although there were only the three entries, the fine weather and the comparatively good breeze imparted to it, as well as to all the sailing matches of the day, a much greater life and interest than had attached to those of the preceding day. It would, no doubt, have been much more so had there been other competitors with the Circe, whose superior size and reputation as a clipper excited a special degree of interest. On the starting gun being fired, the Snipe, a very handsome and fast yawl for her tonnage, got away from her moorings and out of the harbour first. The Circe, slower to gather way, but still dangerously lively, went out second, and the Amy third, all upon the same tack. The Snipe was to windward, and her sails shook as if she was endeavouring to keep as much so as possible. The Circe's sail stood beautifully; the Amy's did not look so well. The Snipe rounded the harbour flag-boat first, passing it very closely, and keeping still ahead. The Circe rounded next, and, feeling the breeze and gathering way, began to gain upon the Snipe in the stretch down to the Bullock flag-boat. The Amy, after rounding, was a considerable way astern, set a fore-topsail and began to wet her sails. The Circe now also set her fore-topsail. The Snipe succeeded in getting first round the Bullock flag-boat, but the Circe, which had crept up upon her, rounded it almost immediately after her, and both left the flag-boat on different tacks. The Circe now showed her powers, and a hard struggle began between her and the Snipe. When the three vessels, after having rounded the lightship, reappeared off Howth, the Circe and the Snipe were seen close together, as if the former had not gained a great deal in the beat to windward. The Circe, however, went ahead in the run down to the Dublin flag-boat, the Snipe following hard upon her; the Amy having dropped far behind. All three vessels came round a second time off the harbour in the above order, with balloon canvas, the Snipe still pressing hard after the Circe, which,

however, maintained a good lead. After the second rounding of the Dalkey flag-boat, the interest of the race was marred, as before stated, by the wind dying away, the result of which was that the three vessels were becalmed off Howth, and did not come in to be timed.

The next match for a purse of 30 sovs. Open to vessels belonging to any Royal Yacht Club of 30 tons and under; this brought the same competitors together as on the first day—viz., Thought, Glide, Queen, and Fingal.

At one o'clock on the gun being fired away they went, the Thought leading and walking away from the Queen, and the following vessels as if they had been at anchor. The Glide contrived to keep well up for a third place in the hope of winning on time, but she had about as much chance of gaining on the Thought as a Shetland pony would have of overtaking the winner of the Oaks when going full speed. At the finish the time stood thus:—Thought 5h. 2m.; Queen 5h. 34m. 40s.; Glide 5h. 40m. 38s.; Fingal 5h. 48m. 25s. This prize was thus divided, (according to programme) Thought 25 sovs. Glide, by time, second, 5 sovs.

The fourth race for a prize for yachts not exceeding 8 tons. First £5; second £1; third 10s. One minute time for difference of tonnage. Donegal course, once round:—

Names	Tons	Owners	Names	Tons	Owners
Torment	5	J. Todhunter, Esq.	Sneezer	5½	F. Hammond, Esq.
Sting	8	T. Trocke, Esq.	Midge	2½	Lieut. Greer, R.N.
Rattler	4	W. Oliver, Esq.			

These tiny yachts attracted much attention, especially as one of the best-known boats in Kingstown competed—viz. the Torment. She led out of harbour, and in a stiffish breeze for so small a craft behaved admirably, and at the finish won the prize. Time of arrival:—Torment 4h. 34m.; Sneezer 4h. 36m.; Sting 4h. 43m. Torment recovered her lost laurels of previous day and received the principal sum.

Rowing Matches.—The vexed question of the four-oared gig race of the previous day was brought before the Committee, and the President of the Liffey Rowing Club offered to meet the objection raised by the University crew by exchanging boats, but this offer was refused. The Liffey crew determined on starting if the University crew came to the scratch. Shortly after five o'clock, the Glimpse (Dublin University Rowing Club) and the Glide (Kingstown Rowing Club) started, when the Alabama (Liffey Rowing Club), that had been in waiting started at the same time. In a moment the superiority of the oarsmen in the Alabama was to be observed in the dashing, manly stroke they put upon

their boat. She ran ahead, and increased her distance, and came in a quarter of a mile in advance of the Glympse, which was two boat's length ahead of the Glide. As the Alabama was not recognised in the race the Glide was declared the winner. The crew of the Alabama entered a protest and claimed the prize.

In a two-oared race between the Glimmer and Foam, the Glimmer won. In the race between the yacht's boats for a first prize of £8. and £2. as second prize, Bella came in first and Gleam second.

The sports during the day caused much excitement to the thousands present. The splendid bands of the constabulary and the 36th regiment were present at the Royal Irish Yacht Club-house, and played alternately during the day. His Excellency the Lord Lieutenant arrived in an open carriage and four, and proceeded on board the magnificent yacht Cecilia, and honoured the Marquis and Marchioness of Drogheda with a visit, returning to town in the evening. A *dejeuner* was given at the Royal Irish Yacht Club-house, to which the several yachtsmen in harbour were invited. The prizes won at the Regatta were subsequently handed to the winners. Fireworks closed the amusements.

Third day.—The supplemental matches which usually closes the annual Regatta at Kingstown came off favoured by the same superb weather, which has so remarkably attended the entire event. A light but tolerably steady breeze prevailed in the early part of the day, but sufficient to carry out the matches, which were mainly of a sailing character. The club-houses, yachts, and revenue cutters were again gaily dressed in their holiday bunting, the blue waters of Dublin Bay, from the clearness of the atmosphere consequent on a northerly breeze, looking even more beautiful than on the two previous days. The events of the day were mainly interesting to yachtsmen, who in considerable numbers watched the competition.

First Sailing Match a prize of 20 sovs. presented by the Dublin and Kingstown Steam Packet Company. For trawlers belonging to Dublin or Kingstown:—First boat £12; second boat £5; third ditto £3; five boats to start or no race. The following entered:—Shipwright, 40 tons, James Smith; Mary, 33 tons, John Kelly; Mary Jane, 34 tons, Thomas Piles; Eva, 29 tons, J. Good; Falcon, 34 tons, Joseph Day; Commodore, 43 tons, M. Scallan; Shamrock, 35 tons, A. Walsh.

Those who value good sea boats, whose true qualities are only apparent on the "mountain wave", take great interest in a trawler race. To-day the well tanned sails and the hardy crews of these famous vessels had but light work of it, but nevertheless the hands took out their boats with yachtsmen's skill; the group of weather-beaten competitors being

watched with interest as they passed the various turning points of their course. This race lay mainly between Eva and Commodore, the latter, however, going ahead at Dalkey in the second round, and holding the position to the finish. Perseverance became disabled at an early part of the race, and gave in, returning to harbour where the three winning boats arrived, amid the cheers of a crowd of boatmen and fishermen who evidently highly appreciated the spirited management of the company who gave the prizes, at the following times:—Commodore 7h. 20m; Eva 7h. 22m. 10s.; Shamrock 7h. 30m.

The second match was for a prize of 30 sovs. for yachts belonging to members of the R. I. Y. C., exceeding 30 tons ; time race. First yacht £25; second yacht £5. Two to start or no race, twice round long course:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
275	Echo	cutter	36	G. Putland, Esq.	Wanhill
731	Norma	cutter	52	M. Barrington, Esq.	Good
590	L'Eclair	cutter	35	J. Townsend, Esq.	Wanhill

The start for this took place at 11h. and proved one of great interest, the three swan-like yachts gleaming again in the bright sunlight, as they glided almost in line out past the pier-head, into the bay. The yachts ran the two courses in the order abovenamed. The last round was the most interesting, as the clearness of the weather and the freshness of the breeze lent animation to their distant movements. The Echo won triumphantly as the times annexed show. As she came into the harbour, and up to the flag-boat, her strides were worth seeing. They were timed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Echo.....	5 26 50	Norma.....	5 43 50	L'Eclair	5 51 40

Echo received the Lion's share, and L'Eclair the second prize.

The third race was for a prize of 20 sovs. for yachts belonging to members of the R. I. Y. C., not exceeding 30 tons ; time race. Donegal course. First yacht £15, second £5. The contending vessels were:—

No.	Names of Yachts	Rig	Tons	Owners	Builders
381	Fingal.....	cutter	22	F. Gowan, Esq.	Owner
73	Banba.....	cutter	24	W. I. Doherty, Esq.	Marshall
	Antelope.....	cutter	13	T. Baker, Esq.	
1054	Torment.....	cutter	5	J. Todhunter, Esq.	
87	Bijou.....	cutter	11	R. D. Kane, Esq.	Wanhill
1220	Zephyrine	cutter	20	C. Martin, Esq.	Wallis

The start in this match presented, perhaps, one of the most picturesque events of the Regatta, the competing yachts being quite statuesque in their appearance, viewed from the shore, as they moved rapidly under the steady breeze to the first flag-boat, round which they rushed almost in a group. The Cecilia schooner accompanied the race. Official time of arrivals:—Banba 3h. 37m. 10s., Fingal 3h. 55m. 30s., Bijou 4h. 15m. 25s., Zephyrine 4h. 15m. 40s.

A good pull came off at three p.m., between the four-oared boats of the Revenue cruisers Fanny and Stag, for £7 and £3 respectively, won after a hard struggle by the Fanny's crew. In this place it may be mentioned that the cutter Stag served as flag-ship during the regatta, and that Mr. Brown, R.N., her commander, acted with great courtesy and zeal throughout the proceedings.

The events of the day closed one of the best regattas in Irish waters, leaving nothing to be regretted but the want of the locomotive power in the schooner match.

The usual Ocean Race from Kingstown to Cork did not come off.

IRISH MODEL YACHT CLUB MATCH.

JULY 4. —This match was originally intended for yachts of the second and fourth classes, but the latter did not fill, which is the more extraordinary, as the harbour is full of small yachts and boats, many of them possessing great merit both for sailing and sea-going qualities, and the liberal prizes offered each year should attract their owners to take advantage of almost their only chance during the season of really and fairly trying their boats, while the practice of sailing all the club matches with amateur crews ought to create a spirit of rivalry amongst those young owners who wish really to learn how to steer and handle their own craft.

The day was bright and beautiful, with a nice light breeze from the south-east, and at two o'clock the three boats entered for the second class match took up their stations, viz: Pet, 12, Lieut-Col. Rutledge; Magnet, 12, E. J. Bolton, Esq.; and Dove, 12, T. D. Keogh, Esq.

Nearly every yacht in port was already under weigh or preparing to go out to watch the race; amongst them we recognised the fine cutter *Gitana*, bearing the Vice-Commodore's flag of the Royal Irish Yacht Club; the *Witch*, with the red and white cross swallow tail, with two balls, which marks the Rear-Commodore of the Royal St. George; the beautiful little schooner *Violet* and the stately *Mirage* of the Royal Thames; the well-known and famed *Cygnets*, of the Royal Cork; the screw schooner *Ranger*, and the schooner *Gertrude* of the same club, together with the *Belle*, *Amy*, *Countess*, *Nymph*, *Norma*, *Zephyretta*, *Petrel*, *Isa*, *Tar*, and many others.

At 2h. 10m. the gun was fired, and the Pet, to windward and quickest on her legs, took the lead through the harbour's mouth, closely followed by the Magnet, with the Dove a little astern—all under No. 1 jibs and topsails, the wind light, and the course a close haul to the South Burford Buoy. The Pet was sluggish in the light breeze, and soon had the Magnet on her weather quarter, who surely and steadily gave the go-by, declaring thus early in the race that in a light breeze and smooth water she has no competitors amongst the light weights of the bay. The Pet vainly struggled in the toils, and soon the Dove was also upon her; the contest here was longer; but weight and power will be served, and the Dove went into the second place, the Pride of Lough Corrib yielding to the old champion of the Cove of Cork. The buoy was reached by the Magnet at exactly three o'clock, and away she went like a steamboat dead before it to the north buoy, followed at 3h. 4m. 30s. by Dove and at 3h. 5m. by Pet.

Once fairly before the wind the Pet began to draw on the Dove, both sending up their balloon jibs, and the Pet her large topsail, with a 32-foot yard, which was set with a speed very creditable to her amateur crew, and the effect of which was seen by her flying right up alongside her rival, but unluckily so near the buoy that to avoid a foul she was forced to go up on the outside, which of course when they jibed put her dead under her lee, where she was completely covered by the Dove's mainsail. Away they went alongside, as if lashed together, but of course greatly impeding each other, while the Magnet, in the foreground, quietly shifting her topsail for large balloon, increased her distance every minute. So matters continued for a mile or two, until the captain of the Pet, finding it useless to lie thus helpless, and with his head, to borrow the language of the Ring "in chancery," quietly hauled in his mainsheet inch by inch, and thus stopping his vessel and gaining by his loss, shot across his opponent's stern, and out on his weather. Both shoved their helms hard down, and for a few moments stood right away for Kingstown; but soon repenting of this folly, which could only end in handing over the race to the Magnet, were soon again on their proper course, Pet to windward, from which she soon began to draw away, and the East Bar buoy was rounded—Magnet 4h. 27m.; Pet, 4h. 34m. 30s.; Dove, 4h. 35m. 30s.

It was then an easy reach to Southbar and the balloon jibs soon gave place to working sails; but the Pet rather stupidly kept her large topsail aloft, and set a large reaching jib, under, we suppose, the usual but mistaken idea that large sails insure fast sailing—a piece of folly for which she soon paid the penalty—for, after rounding the buoy one minute and a half before the Dove, she hauled to the wind, and soon found her rival forereaching and weathering her hand over hand, stood in for the shore for about five minutes, and then tacked to starboard out into the bay, the Magnet coming up inshore, the best course, as she increased her distance, and went in an easy winner at 5h. 27m. followed by Dove at 5h. 36m., the poor little Pet sailing a good third at 5h. 4m.

The Challenge Cup of the Club, the fifth year of the contest, is fixed for the

13th July, the day but one before the regatta of the Royal Irish; but unless some very unexpected piece of good fortune, or some uncommonly fast antagonist turns up from foreign parts, the Magnet is pretty safe to add this, for the third and last time, to her list of trophies, and her owner to reign for another year over the little squadron who assemble under the red burgee with the yellow anchor.

SOUTHAMPTON REGATTA.

JULY 8.—This regatta, of which the mayor, Mr. F. Perkins, is the Commodore, came off on Wednesday. The weather was auspicious, there being a pleasant breeze from the N.W. for the most part of the afternoon, although about five p.m. the wind dropped to a calm for about half an hour, which had the effect of causing some of the competitors to change places. Upon the whole everything went off favourably.

The first match was for a prize of £20, for yachts not exceeding 15 tons; time race of one minute per ton. The second was for £12, four prizes of £6, £3, £2, and £1, for sailing boats of 23 feet and under; time race, two minutes per foot. Third race, prize of £3, for boats not exceeding 14 feet, to be rowed double handed by members of the Southampton Amateur Regatta Club. Fourth, a prize of £15, for four-oared galleys, open to the coast, to be divided as under, viz:—First boat £7 10s, second £5, and third £2 10s. to be rowed in heats. Fifth match, a prize of £5, for boats belonging to Her Majesty's ships in harbour, which are H.M.S. Dauntless, off Netley, and H.M.S. Boscawen, moored off the Town Quay, training ship for boys. There was also a prize of £10 for four-oared galleys manned by members of the S.A.R. Club, viz:—First boat £5, second £3, and third £2. The Union Company placed their steamer Athens at the disposal of the committee, which was moored off the Town Quay as the station vessel.

At 12h. 30m. the preparatory gun was fired, and the little yachts in the first match took up their respective stations. The course was from the station vessel up the river round a flagboat moored off Cracknore Hard, thence down the river round the Dauntless frigate and back, three times. The wind hanging to the northward and westward rendered it free to the vessels when bound down the river, and a dead beat homewards. The following were the entries, and the order in which they took up their stations No. 1, being the weathermost vessel, one minute allowance for tonnage:—Algerine, 10 tons, F. Rosomon, Esq.; Folly, 12 tons, W. L. Parry, Esq.; Midge, 13 tons, J. B. Hepburn, Esq.; Quiver, 12 tons, Captain Chamberlain.

The Folly and the Quiver are so well known as to need no further remark. The Midge belonged to Hamble, and though a likely-looking craft, was, throughout, very sluggish in her movements. The little Algerine was built by her owner, Mr. Rosomon, some few months back after his own designs,

but bears a strong resemblance to Hatcher's school ; this was her maiden appearance.

At 12h. 40m. the starting gun was fired, and the Algerine was the first to be off, her canvas being set with great alacrity. She made a reach in towards the Pier on the port tack, and then worked up to the northward. She was however, closely followed by the Quiver and the Folly, who first kept their reach on the starboard tack, followed lastly by the Midge, which for some time scarcely moved. The Algerine was the first to get round the flagboat off Cracknore, closely followed by the Quiver, then the Folly and Midge. The wind being free for the yachts down the river, with a rattling breeze, their balloon topsails were soon in requisition. At 12h. 49m. the Quiver had the misfortune on jibing round the flagboat to carry away her topmast, which caused her some little delay, and on returning past the pier she had dropped into the third place. Algerine led the way throughout the course down the river, closely followed by the Folly. At 1h. 5m. the Quiver had contrived to set the stump of the topmast, or some spar as a substitute, on which she managed to set a small topsail. There was now great excitement among the spectators, as the Algerine held her own, though with her antagonist apparently gaining upon her when running free. About half-past one they rounded the Dauntless within a trifle of each other, and then reached across the river prepared to beat back. After making about four tacks the Folly weathered the Algerine and kept the lead until nearly the finish of the last round of the course. About two o'clock they were all in a cluster, as viewed from the pier, and at 2h. 10m., being between the Boscawen and the committee's vessel, the Folly had to luff up, and then keep away, to pass clear of the numerous yachts which had brought up in the neighbourhood. The wind somewhat dropped, and the following is the order and time on completing the first round :—Folly, 2h. 24m. 18s. ; Algerine, 2h. 29m. 55s. ; Midge, 2h. 34m. 42s. ; Quiver, 2h. 37m. 30s.

From hence they proceeded on the second round of the course with light battling airs, and on rounding the flagboat the Quiver had got the second place, the Folly still leading, and both had shaken off the Algerine, which was now nine minutes behind the Folly. About 2h. 45m. the Algerine recovered her berth and became second. They had now set their balloon topsails, but it dropped to a calm, and the flood tide had set in. The Folly, to shun the tide, kept close in to the West Quay, while the others were amid-channel. It was soon a dead calm, and the vessels drifted up the river ; then came a catspaw, then a dead calm, and in this dilemma they remained for above half an hour. There was a threatening cloud hanging to the northward, and after the yachts had drifted full a quarter of a mile from their former positions a light breeze sprang up, and the Algerine and Quiver came up with the Folly hand over hand. At length the latter took the breeze and again made a start, and on returning past the pier the following were their positions :—Folly, 3h. 32m. 5s. ; Algerine, 3h. 34m. 20s. ; Quiver, 3h. 35m. 30s. ; Midge, 3h. 35m. 30s.

It will be seen that the two last vessels were abreast of each other, and

only a difference of about three minutes from first to last. In this manner they continued on the second round, under similar circumstances as in the former round, but having only a light breeze. The following is the time noted on completing the second round of the course :—Folly, 5h. 33m 20s.; Algerine, 5h. 35m. 30s. ; Quiver, 5h. 38m. 40s. ; Midge, 5h. 47m. 30s.

The piers and wharfs were now crowded with spectators, and the scene around quite beautiful, other matches being proceeded with, which rendered it somewhat difficult for the contending yachts to thread their way through the maze of boats and sailing vessels. A fine breeze had now sprung up again from the N.W., but the flood was strong against them on proceeding down the river, and it was somewhat difficult to make out their respective positions until their return towards the Boscawen, when the Folly was observed still leading by about a quarter of a mile to windward in advance of the Algerine. Then followed some pretty manœuvring among these two leading yachts. Both of them reached over towards the mouth of the Itchen. Nothing could excel the beautiful handling of the Algerine, she was so quick in stays ; no sooner was her helm down than she was round like a top. She had to make several short tacks in working up over the oyster grounds on the Southampton shore, gaining each time on her renowned antagonist, and it appeared to all that she would save the two minutes which she had to claim from the Folly. She now made a tack towards the platform, and subsequently four short tacks in shore, each time heading the Folly. It was evidently the final struggle, and she passed the goal about two minutes in advance of her antagonist, who reached short of the mark. The Algerine was consequently declared the winner, and the following is the time at which the match was decided :—Algerine, 8h. 17m. 30s. ; Folly, 8h. 19m. 30s. ; Quiver, 8h. 32m. 0s.

Midge not timed, but came in about half an hour afterwards. While this race was going on, and it occupied all the afternoon, the following matches took place, which require no observation beyond naming the order in which they were decided and prizes awarded :—

SECOND MATCH, for sailing boats 23 feet and under :—Lizzy, 20 feet, Mr. R. Jurd, last round 5h. 48m. 30s. prize £6 ; Cross House, 23 feet, Mr. J. Hodgkinson, last round 5h. 53m. 12s. prize £3 ; Blue Jacket, 19 feet, Mr. W. Morton, not timed ; Fay, 17 feet, Mr. C. Vye, not timed ; Squall, 19 feet, Mr. C. Bromley, last round 5h. 56m. 0s. prize £2 ; Lily, 18 feet, Mr. D. Parker, last round 6h. 7m. 40s. prize £1. This was a very exciting match as between the Lizzy and the Squall, there being scarcely a minute between the two boats in the first round of the course, and about two minutes in the second round, the Squall in the early part having the lead ; they are both celebrated boats in these waters. The Lizzy was built by Hatcher, and the Squall by Stockham, of West Quay.

THIRD MATCH, for boats not exceeding 14 feet in length, rowed double handed by members of the Southampton Amateur Regatta Club. Beaton and Webster 1, Alvey and Shergold 2, W. Tubbs and S. D. Bartlett 3, Benvenu and G. Cross 4.

FOURTH MATCH, for four-oared galleys, open to the coast. At four o'clock, p.m., they were started in heats. Nil Desperandum, Itchen (Perrot) 1 1; Sir James Elphinstone, Gosport (Lewis) 2 1; Falcon (new boat), Itchen M'Cormack) 4 3 3, Thetis, Itchen (Weston) 3 4 4; Falcon (new boat, East Cowes (Oatley) 5.

Minor matches and sports concluded the day's amusement.

NORFOLK AND SUFFOLK YACHT CLUB MATCHES.

THIS club celebrated its second regatta for the season at Wroxham on Thursday, July 16th. The weather was very agreeable, but the presence of the Channel Fleet in Great Yarmouth Roads, rather reduced the attendance of the general public at the meeting. The muster of yachts on the beautiful Broad was also scarcely so large as usual. Still the list of those present included the Myth, the Commodore (Mr. R. J. H. Harvey); the Red Rover, Mr. S. Nightingale; the Alabama, Mr. C. S. Trafford; the Maria, Sir Jacob Preston, the Wanderer, Mr. R. J. H. Harvey; the Belvidere, Mr. W. H. Clabburn; the Enchantress, Mr. H. P. Green, the Bittern, Mr. J. B. Morgan; the Blanche, Mr. R. Morris; the Oberon, Mr. R. K. Morton; the Woman in White, Mr. J. L. Barber; the Augusta, Mr. Russell; the Kestrel, Mr. W. Butcher; the Glance, Mr. Walter Steward; the Vampire, Mr. W. S. Everitt; the Amateur, Mr. J. Brown; the Ariel, Mr. W. Mann; the Vindex, Mr. J. Tomlinson; the Vixen, Col. G. Wilson.

The weather had been sultry in the extreme, but on the match day it was temperate, and invigorating north-easterly breeze enabled the programme of the day to be carried out in a successful manner, although the wind was occasionally rather fitful. The first match was for a prize of £15, and the following came to the post:—The Alabama, 14 tons, Mr. Trafford; the Red Rover, 14 tons, Mr. Nightingale; the Myth, 10 tons, the Commodore; the Wanderer, 14 tons, the Commodore; and the Belvidere, 10 tons, Mr. Clabburn.

The Myth and Belvidere are actually 9 tons burthen, but for the purposes of this match their owners agreed that they should be classed as 10 tons—that is, that they should claim all allowance for tonnage accordingly. The Myth twice carried away bobstays, once in a preliminary cruise, and once in the course of the match. The Red Rover, profiting by the second mishap, obtained the lead for the first round, but lost it in the five rounds which were sailed. The course was marked out by buoys laid down in the Broad, and the distance traversed exceeded altogether rather more than ten miles. The start took place at twelve at noon precisely, and the first round was completed as follows.—Red Rover, 12h. 16m. 45s.; Myth, 12h 17m. 0s.; Alabama, 22h. 19m. 0s.; Wanderer, 12h. 19m. 50s.; Belvidere, 12h. 19m. 50s.

The Wanderer and Belvidere rounded the buoy which marked the com-

pletion of the round so closely together that they fouled. The accident was, however, quite unintentional, and they swung clear without having sustained any important damage. In the second round, the *Myth*, which is a Cowes-built yacht, wherry rigged, passed the *Red Rover*, but the first three yachts still kept very closely together. Towards the close of the second round, which terminated as follows, the *Red Rover* was overhauled by the *Alabama*:—*Myth*, 12h. 37m. 38s.; *Alabama*, 12h. 38m. 40s.; *Red Rover*, 12h. 38m. 58s.; *Belvidere*, 12h. 39m. 40s.; *Wanderer*, 12h. 40m. 47s.

In the course of this round the *Myth* thus gained 1m. 35s. upon the *Red Rover*, but in the third round the latter made a great effort, and considerably improved her position, both as regards the *Myth* and the *Alabama*, re-passing the latter. The *Wanderer* also again left the *Belvidere* astern.—*Myth*, 12h. 55m. 19s.; *Red Rover*, 12h. 56m. 10s.; *Alabama*, 12h. 56m. 30s.; *Wanderer*, 12h. 59m. 15s.; *Belvidere*, 1h. 0m. 24s.

The *Myth* was thus at this point only 51s. ahead of the *Red Rover*, and in the fourth round she was pressed still harder by the latter:—*Myth*, 1h. 12m. 15s.; *Red Rover*, 1h. 12m. 30s.; *Alabama*, 1h. 13m. 26s.; *Wanderer*, 1h. 16m. 27s.; *Belvidere*, 1h. 18m. 30s.

The lead of the *Myth* had thus fallen to 24s., only, but in the final round she more than covered the ground which she had lost:—*Myth*, 1h. 28m. 45s.; *Red Rover*, 1h. 29m. 58s.; *Alabama*, 1h. 30m. 0s.; *Belvidere*, 1h. 28m. 40s.; *Wanderer* retired.

This return placed the *Myth* 1m. 13s. ahead of the *Red Rover*, and allowing 2m. for difference of tonnage, she had a clear advantage of 3m. 12s. The Commodore was saluted by the band with the air, "See the Conquering Hero comes," and was also heartily cheered by the gentlemen on board the committee boat. The match may be altogether pronounced one of the best which the club has ever held, Wroxham Broad being admirably adapted for displaying the fluctuations of a contest.

The second match was between yachts classed in two divisions, for prizes of £10 and £6 (the aggregate entrances paid during the day). The first class comprised the *Enchantress* (latteen), 8 tons, Mr. H. P. Green, (Vice-commodore); the *Myth*, 9 tons, the Commodore; and the *Belvidere*, 9 tons, Mr. Clabburn. The second class, made up of smaller vessels, included the *Rittern*, 7 tons, Mr. J. B. Morgan; the *Blanche*, 7 tons, Mr. R. Morris; the *Oberon*, 5 tons, Mr. R. K. Morton; and the *Woman in White*, 6 tons, Mr. J. L. Barber. The Commodore, however, following the example of Mr. Clabburn at the Cantley Regatta, handsomely declined to compete in a second match, and the *Enchantress* was not at her post when the signal to start was made at 2h. 30m., and was accordingly disqualified. The course was the same as before. The *Blanche* took the lead from the first, and was never headed, the *Belvidere* being second. The first four rounds were timed as follows:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.			FOURTH ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.	h.	m.	s.
Blanche	2	46	17	3	4	35	3	24	30	3	42	39
Belvidere	2	47	13	3	6	26	3	26	10	3	44	19
Oberon	2	48	0	3	7	55	3	27	30	3	45	5
Woman in White.	2	48	27	3	8	43	3	30	1	Retired.		
Bittern.....	2	50	58	3	10	58	3	31	35	3	50	50

Although the Enchantress took no part in the match, she still continued to sail the rounds, being timed at the close of the first at 2h. 47m. 34s., at the close of the second at 3h. 7m. 20s., at the close of the third at 3h. 27m. 27s., at the close of the fourth at 3h. 45m. 20s., and at the close of the fifth at 4h. 4m. 9s. The Belvidere, although first—and indeed alone—in her class, retired in the final round; and the first division thus dissolved entirely, and the £10 prize passed, in accordance with the rules of the club, to the Blanche, which fully maintained her lead, and in fact increased it, in the final round which was timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Blanche	4	0	3	Oberon	4	3	50	Bittern	4	9	45

It became a matter of discussion among the committee whether the second prize should, under the circumstances, be awarded.

YARMOUTH WATER FROLIC.

THIS affair came off on Monday, July 6th, and went off well, with the exception of a sad accident that marred the pleasure of those present. It appears that it is usual, on these occasions, to fit up a class of river vessels, called wherries, peculiar to these waters, for the purpose of conveying persons to the scene of racing. A wherry called the Ruby was sailing up the river, being crowded with passengers at the time the Red Rover passed, all being anxious to get a view of the winning yacht, when unfortunately the supports to the wherry's deck gave way, coming down with immense force upon a number of persons below, two of whom were crushed to death, and many others were injured, whilst a number fell into the water, but were providentially rescued.

Two matches were announced, the first for a cup value 12 guineas, and the second for a cup value 10 guineas. For the first six yachts were entered, among them the Alabama and the Violet, of which great things were expected. The former belonged to H. Trafford, Esq., and though she was well handled she failed to establish her claim as a first-class boat. The Violet, an elegant little schooner yacht, was greatly admired, and had she been furnished with a better suit of sails, would doubtless have given her opponents some trouble. As it proved, the Red Rover won easily, beating her old opponent, the Wanderer, by a considerable distance. The Belvidere generously gave up her chance in the match, by bearing down to the assistance of the passengers of the unfortunate wherry, with a medical gentleman

who happened to be on board, and to render any other aid that might be required. For the second match nine yachts started, but as in the previous match, the race proved of an uninteresting character, owing to the winning boat taking a decided lead at starting, and maintaining it throughout. The *Vindex*, a very fine boat, the property of J. Tomlinson, Esq., started in this match, and was watched with great interest, but owing to some ill feeling between her crew and that of the *Enchantress*, she forced the latter boat on a lee shore during the second round, by which both yachts were rendered *hors de combat*, making the victory of the *Myth* a matter of certainty. The conduct of the crew of the *Vindex* excited the disgust of all who witnessed it, and of none more than her spirited owner, whose mortification must have been heightened by the fact that he had spared no pains or expense in his effort, as secretary, to provide a good day's sport. The first match was fixed to take place at twelve o'clock, at which hour the following boats took up their moorings :—*Belvidere*, 9 tons, W. Clabburn, Esq. ; *Violet*, schooner 13 tons, Captain Bennett; *Red Rover*, 14 tons, S. Nightingale, Esq. ; *Wanderer*, 14 tons, R. J. Harvey, Esq. ; *Alabama*, 14 tons, H. Trafford, Esq.

The *Myth*, the property of R. J. H. Harvey, Esq., was also entered, but, in attempting to get to the moorings, was run into by a wherry, and unfortunately carried away her bowsprit, compelling her to put back to refit. At the firing of the gun, the *Red Rover* quickly cleared herself from her opponents, and led beautifully, her appearance exciting general admiration. The *Alabama* followed, with the other yachts in close company, but it became evident almost from the starting that the match was a safe thing for the *Red Rover*, as she increased her advantage every minute, rounding the first buoy nearly three minutes ahead of the *Alabama*, the other yachts being virtually out of the race. This order of things continued throughout the first round, the *Red Rover* passing the committee's barge more than three minutes ahead of the *Alabama*; the admirers of the latter being sadly disappointed at her position in the race. But little change took place during the remainder of the match, the *Red Rover*, at the conclusion of the third round, being hailed the winner.

Considerable delay took place in getting the yachts to their moorings for the second match, in consequence of two steam boats having taken up their position immediately over some of the buoys, their crews when appealed to, obstinately refused to move their vessels to enable the yachts to get to their berths. After considerable difficulty the committee got the boats to the station : the following taking up their positions :—*Myth*, 9 tons, R. J. Harvey, Esq. ; *Enchantress*, 6 tons, H. Green, Esq. ; *Vindex*, 9 tons, J. Tomlinson, Esq. ; *Belvidere*, 9 tons, W. Clabburn, Esq. ; *Vampire*, 8 tons, W. Everitt, Esq. ; *Blanche*, 7 tons, Captain Morris; *Miranda*, 8 tons, B. Humfrey, Esq. ; *Privateer*, 3 tons, Mr. A. Minto. ; *Pride of the Yare*, 3 tons, Mr. Teasdel.

At the firing of the gun an excellent start was effected, the *Myth* which had repaired damages, going away at an extraordinary rate. On coming in for the first round, she had distanced all her competitors, the *Enchantress*

being second, and Vindex third. Just before gaining the committee's barge, the Vindex had overhauled the Enchantress, and a most interesting match—if fairly contested—would doubtless have ensued, but for the crew of the Vindex, who, by refusing to keep their proper course, literally drove the Enchantress on to the stone bank, where both yachts came to grief, leaving the Myth to complete the match as a mere matter of form, as the other yachts had not the slightest chance in the race. This concluded the aquatic part of the programme, though the festivities were kept up some time longer by the general public, who seemed to have met more for a day's outing and its concomitant pleasures, than to witness the exploits of yachts and yachting men.

RANELAGH YACHT CLUB MATCH.

THE last sailing match of the season of this excellent club took place on July 10th. It was intended to start from Woolwich to Gravesend and back to Erith, but the want of wind compelled the Committee to curtail the course. The day was beautiful, with a bright sun and cloudless sky, in fact most delightful for a pleasure party.

The prizes offered were a handsome silver cup, value £10 for first vessel, and a smaller pretty cup, value £5 for second vessel. The following entered:—Vision, 8½ tons, G. Harrison, Esq.; Nikomi, 6 tons, T. Fuller, Esq.; Ærolite, 6 tons, T. Dormay, Esq.; and Novice, 6 tons, J. Gardner, Esq. On our arrival at Woolwich all the vessels were found at their moorings ready to get underway, the wind being about E.b.N. The difference of tonnage was half-a-minute per ton. The start took place at 12h. 16m., the Ærolite getting off with the lead, followed by Novice, Vision, and Nikomi. The Ærolite was first to set gaff-topsail. The Vision soon took up the running, and racing up to Ærolite on entering Tripcock showed thus early an intention of winning, and as it was a beat down nearly all the way, she was enabled in every reach to increase the distance. Entering Erith Reach the Nikomi was second, having taken the place of Ærolite, leaving the Novice last. In Rands Reach the Ærolite once more succeeded in getting second place, having caught up a breeze that sent her bowling ahead at a rapid pace. Time was now creeping on, the wind light and variable, and the tide nearly done it was thought advisable, in Gray's Reach, to bring the steamer to an anchor and fire the guns to denote to the yachts that the course down was to end there, and the rounding was performed in very good order as follows:—Vision 2h. 52m. 15s., Ærolite 3h. 4m. 5s., Nikomi 3h. 7m. 20s., and Novice 3h. 10m. 5s.

The Ærolite changed her topsail before rounding, and the Vision and others after, also set squaresails, and prepared for a merry run back to Erith, was reached and the buoy rounded thus—Vision 9m. 50s. ahead of Ærolite; Ærolite 2m. 40s. ahead of Nikomi; Nikomi 11m. 20s. ahead of Novice. After the arrivals the prizes were presented by the Commodore,

Colonel Evelyn, who highly complimented the owners of *Vision* and *Ærolite* upon their success. The early hour of finishing the match enabled the company to go on shore and enjoy themselves at the Pier Hotel and Garden.

The band was conducted by Serjeant-Major Calcott, a very talented musician, and gave general satisfaction.

During the return voyage to Erith one of the hands of the *Vision*, when aloft, missed his hold and fell overboard, but being a swimmer, the vessel was hove in stays and he was picked up unhurt, nothing the worse for his ducking, as his owner had on board the right *medicine* to prevent his getting cold.

RANELAGH YACHT CLUB ANNUAL DINNER.

JUNE 30th.—This event took place as above at the Pier Hotel, Chelsea, the Commodore, Col. Evelyn, in the chair, faced by the vice, Mr. Ingram Pick. The preliminary toasts having been gone through, the Commodore said; When I see the well filled table before me, I cannot but think it augurs well for the prosperity of the club. There are not only members before me, but many old friends and some strangers, gentlemen not belonging to us, but who take an interest in our proceedings. I can assure you it would be a matter of great regret to me if I did not see the club progressive, and I am happy to say that on comparing notes with the secretary, I find that it is increasing and I hope improving. We have increased both numbers and yachts, and this announcement must be a matter of pleasure to all who have the Ranelagh Yacht Club, and consequently yachting, at heart. In another point of view it may be commended. I think it will become a pleasant social society; and it is, as I have seen it described in the *Yachting Magazine*, 'one of the best schools for yachting on the Thames.' It is an advantage that its boats are small—men who want to become yachtsmen and sailors must begin with small boats—with one man or a boy besides themselves, and they will soon learn yachting; and when once they are able to manage a 10 ton boat, they can with equal facility manage one of 100 tons to advantage. The owner who begins with a large boat is a mere passenger conveyed from place to place—his captain has to manage everything, and the owner himself consequently knows little or nothing about yachting. In small yachts an owner cannot well be in the same position—there is no room to stow men, and he must work himself. I, therefore, repeat that the best yachtsmen are those who have been in small boats. I hope that the sport will be advanced by our club, and that no yachtsman will raise a blush by knowing us. I now propose "Prosperity to the Ranelagh Yacht Club."

The Vice-Commodore said, I rise to propose a toast, which, I am sure, you will all drink very cordially, it is "The Yacht Clubs of the United Kingdom." We are all proud of the fraternity which exists amongst yachtsmen of various clubs, and I hope it may ever continue.

Mr. Powell said . As a very old member of yachting clubs, I have great pleasure in responding to the last toast. When I say I am an old member, you will believe me when I tell you that Lyons built a boat for me called the Severn Farmer as long ago as 1810. I almost regret to remember so long. At that time I considered it a large yacht, but it would not be considered so now. After a summary of the yachts then in existence, and a detail of their sailing, Mr. Powell continued : I perfectly agree with the Commodore about the small boats ; you can't manage a 100-ton boat if you have not had a 10-tonner. You must study the rudiments of yachting as you must study every thing else if you wish to arrive at perfection. I am happy to say that this is a united club, and before I sit down I must have the pleasure of proposing the health of the Commodore, Vice-Commodore, and other officers. A club could not flourish unless its executive were efficient, and the reason of our success is that efficiency.

The Commodore said : I must in my own name, and the name of my brother officers, return you hearty thanks for the handsome way in which Mr. Powell has proposed and you have drunk our healths. I feel that, whatever my deficiencies may be, I am so ably supported that any inefficiency of mine is made amends for by their efficiency ; but, I assure you, I have the good of the club at heart, and I should be happy to do anything I could for its welfare. After some allusions to breezes and calms in yacht clubs, the Chairman concluded by hoping good fellowship and harmony would prevail in the Ranelagh.—Other toasts were given.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A Meeting of the Royal National Life-boat Institution was held on the 4th June, at its house, John-street, Adelphi, Thomas Chapman, Esq, F.R.S., V.P., in the chair. There were also present :—Captain Sir Edward Perrott, Bart., V.P., Admiral Gordon, Alexander Boteleur, Esq., Colonel Palmer, High Sheriff of Essex, W. H. Harton, Esq., and Richard Lewis, Esq, the Secretary.

A reward of 14*l*. was voted to the crew of the New Brighton tubular life-boat of the Institution, for their laudable exertions in putting off, in tow of the steam tug Universe, of Liverpool, and rescuing, during a strong wind, and in a heavy sea, the crew of ten men from the brig Levant, of Bristol, which had stranded on the inside of the North Bank, in Liverpool Bay, on the 11th May. This life-boat has only been on this dangerous station a few months. She was reported to have behaved well when alongside the wreck. Voted 8*l*. 13*s*., to pay the expenses of the Hastings life-boat of the Institution, in going off and saving the crew of four men from the smack Britannia, of Ramsgate, which was totally wrecked on the East Groyne Rocks, off Hastings, during a gale of wind, on the 19th May. Mr. Roe, the chief officer of the Coast Guard, was thanked by the Institution for going off in the life-boat on the occasion.

The Lyme Regis life-boat of the Institution was also the means of rescuing from destruction the schooner *Vulcan*, of that place, which was observed, during a heavy gale of wind, to be rapidly driving on the rocks off Lyme Regis, on the 19th May. This valuable life-boat had, on one or two previous occasions, rescued shipwrecked crews under the most perilous circumstances, during dark and stormy weather.

Various other rewards were likewise voted to the crews of other life-boats of the Institution, and to those of other boats, for putting off with the view of rescuing vessels in distress.

The second Service Clasp of the Institution was voted to Mr. G. B. M. Beatson, inspecting chief officer of the Coast Guard at Fraserburgh, and the silver medal of the Institution to Mr. Alexander Forbes, shipbuilder, of Peterhead; and the thanks of the Institution inscribed on vellum, to W. J. Parsons, A. Grey, J. Simmons; and 5*l.* to them and two other Coast Guard men, in testimony of their gallant conduct in rescuing, at considerable risk of life, eleven out of fourteen of the crew of the ship *Genoa*, of Liverpool, which, during a very heavy gale of wind and high surf, was wrecked some time since on Rattray Brigg Rocks, near Peterhead. This was reported to have been a very gallant service, and that Mr. Beatson, Mr. Forbes, and the Coast Guard men had exerted themselves most nobly on the occasion.

A reward of 10*l.* was also voted to the crew of a fishing-yawl, for putting off, and rescuing at great risk of life, the crew of ten men from the brig *Faith*, of Colchester, which, during a gale of wind and very heavy sea, was wrecked on Blakeney Bar, on the 19th May.

A reward of 4*l.* was also voted to the crew of a fishing-smack, for putting off and rescuing the crew of thirteen men and a pilot from the brig *Alli*, of Helmingfors, which during squally weather, was wrecked some time since on the Hasborough Sands, on the Norfolk Coast.

A reward of 5*l.* was likewise granted to the crew of the smack *John Hooper*, of Plymouth, for rescuing the crew of four men from the ketch *Helena*, of Newport, Monmouth, which had sunk, during a strong gale of wind, near the Eddystone Lighthouse, on the 18th March.

It was reported that the Admiralty had ordered H.M.S. *Curacoa*, under the command of Commodore Sir Wm. Wiseman, Bart., to be supplied with some of the most important stores for her life-boat, like those used in the boats of the National Life-boat Institution.

It was likewise reported that the executors of the late Mrs. Anne Cutto had paid to the Institution her munificent bequest of 1,000*l.* The trustees of the late Mr. James Miller, of Glasgow, had also paid to the Institution a legacy of 100*l.* left to it by that gentleman.

It was also stated that at the annual meeting of the Manchester Unity of the Independent Order of Odd Fellows, held on the 30th May, it had been resolved to make a voluntary subscription throughout the order in aid of the National Life-boat Institution, in consideration of its philanthropic and national character.

A STEAMER LIGHTED WITH GAS.

THE beautiful iron steam yacht "Fairy Queen" has arrived in Bowness Bay, Windermere, brilliantly lighted up with gas. This yacht which was built for Captain Ridehalgh, by Mr. T. B. Seath, of Glasgow, in 1860, has during the three years she has been on the lake, undergone several improvements and ingenious contrivances by her owner. Two years ago Messrs. Sharp, Stuart, and Co. of the Atlas Works, Manchester, fixed on board one of Giffard's injectors for supplying the boiler with water. The size of this apparatus is comparatively small, and its application does away entirely with the necessity of pumps for feeding boilers, and of the various parts for working them in all classes of engines, wherever a boiler is used and steam produced. It is an adjunct to the boiler, entirely independent of the engine, and is put in operation by simply opening connections with the boiler; and having no parts in motion, it is not liable to wear, or otherwise to get out of order. This beautiful little machine has never given the slightest trouble since it was fixed, and has been a great saving of steam and coal.

In February last the yacht's engines were fitted with Ramsbottom's pistons, same as are used on the London and North Western Railway, and up to the present time have given great satisfaction. And the last improvement is lighting the yacht with gas. We believe this is the first vessel that has ever manufactured her own on board. The gas can be kept burning for any length of time. The light, which is clear and white, is produced by passing a current of air through a small box containing a chemical compound. Its cost is about the same, or rather cheaper than the ordinary gas. The current of air is produced by a new patent hydraulic blower turned by clock work and a weight. The cost of the apparatus for buildings would be from £15 and upwards, it is exceedingly simple, and takes up very little room, the whole being contained in a space about two feet square. The Patentees of this excellent invention are Messrs. Trachsel and Clayton of Manchester. The novelty of gas lighting in Bowness Bay drew together a great number of people to witness it, many of whom the owner, J. G. M. Ridehalgh, Esq., very kindly took on board and showed them all the improvements.

Editor's Locker.

Belfast, July 15th, 1863.

SIR.—Could you not induce some of your numerous contributors to the Magazine to urge the absolute necessity of all Yacht Clubs making a Rule to the effect that Yacht Owners should transmit to the Secretaries of the Club to which they belong, at the commencement of the season a nominal and descriptive return of their respective Sailing-Masters and hands, and at the termination a *similar* return, but also showing the conduct, ability, cause of discharge, &c., &c., in fact a statement as full as possible of the merits or demerits of the said Sailing Master and hands? Such a proceeding would,

in my opinion, be well worth the trouble, and would be I feel certain when once in working order of infinite benefit to Yachtmen, Sailing Masters and hands—it would prevent bad men from shipping with good ones and thus perhaps doing harm. The Secretaries of Clubs could keep lists of Sailing Masters and hands, and would be able at a glance to give all information to any person desiring to ship a crew;—*Good* men would by this means be known and *bad* ones *ditto*. Printed forms might be made out so as to save Yacht owners the trouble of much writing—also printed forms of Certificates of discharge, to be given to Sailing Masters and hands at the end of the season.

I have written rather more than I intended, but I hope you will pardon me, as I feel this is a matter of importance.

I am sir, yours truly,

To the Editor H.Y.M.

J. B.

THE FLEUR-DE-LYS.

Violet Schooner, Kingstown, July, 1863.

SIR.—In your Magazine of last month you give me the credit of being the designer of the Fleur-de-Lys. I beg to say it is entirely due to Mr. Raabrook, the very clever foreman of Mr. Aldous, and whatever the cause of her non-success in the Thames in the late match, I do not think it lies in her hull.

Yours, &c.,

To the Editor of H.Y.M.

JOHN B. KIRBY.

REGATTAS AND MATCHES.

- Aug. 1.—Royal Dee Yacht Club Regatta, Parkgate
 4.—Royal Welsh Yacht Club Regatta, Carnarvon
 5.—Southampton Amateur Regatta Club—champion cup
 5.—Royal Yacht Squadron—Her Majesty's Cup
 5.—Walton-on-the-Naze Regatta
 6.—Norfolk and Suffolk Yacht Club Regatta, Oulton
 7.—Gainsborough Regatta
 10.—Swansea Regatta
 10.—Goole Regatta
 11, 12, 13.—Royal Victoria Yacht Club Regatta
 17.—Royal Victoria Yacht Match to Cherburg
 17.—Hastings Regatta
 18.—Deal, Walmer, and Kingsdown Regatta
 20.—Talkin Tarn Regatta
 21.—Torbay Royal Regatta
 24.—Temple Yacht Club Match
 24.—Royal Victoria Yacht Club Match to Plymouth
 24.—Royal Cornwall Regatta, Falmouth
 24.—King's Lynn Regatta, Eau Brink Cut
 25.—Teignmouth Regatta
 26.—Royal Western Yacht Club, Plymouth Regatta
 28.—Dartmoor Royal Regatta
 29.—Clyde Model Yacht Club Regatta, Dunoon
 31.—Weymouth Royal Regatta

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HUNT'S YACHTING MAGAZINE.

SEPTEMBER, 1863.

ROYAL CORK YACHT CLUB REGATTA.

WE have much pleasure in bringing this, the oldest Yacht Club, once more before our readers, and in so doing it is gratifying to announce its steady uniform progression. At the present time the number on the roll is, schooners 11, cutters 45, yawls &c. 2., making a total of 58 vessels.

These under the guidance of the venerable Admiral, and an excellent staff, are able at all times to take the sea, and make the grand display of that seamanship which renders this Club so remarkable for its proficiency.

The annual regatta of this Club commenced this year on the 22nd of July, which was of a very interesting character and most successful. The weather, contrary to expectation, was delightfully fine. The wind blew freshly from N.E. in the morning, but by the afternoon had shifted to N.W. The attendance of visitors was large, and their influx was facilitated by the excellent arrangements made by the railways and river steamers' companies. The attendance on the promenade at the Royal Cork Yacht Quay was thin up to 2 o'clock, but after that hour visitors came in large numbers, and thence forward it was crowded, with a very large and highly fashionable

attendance. The excellent band of the steamship *Rangoon*, the splendid band of the 11th Regiment, and the Dublin band, performed alternately on the promenade, and afforded much enjoyment to the promenaders. The yacht races which occurred during the day were as well contested as they were attractive. The boat races were also of an interesting nature. The harbour presented a gay and highly animated aspect, the war ships and several merchant vessels being decked out in bunting. H.M.S. *Ferret* acted as flag-ship on the occasion, being moored abreast of the club battery.

The first race took place at 10 o'clock being for open sailing vessels engaged in fishing, exceeding 20 tons, for prizes of £7 for the first boat, and £3 for the second. The course lay out the harbour, round a flag-boat moored off Poor Head, thence round a flag-boat moored off Cork Head, thence into the harbour, rounding the Spit Light on the port hand, and finishing opposite the club battery. The competitors were:--Nancy, 20 tons, Richard Fitzgerald, Rathcourcey. Catherine, 20 tons, Michael Fitzgerald, Rathcourcey. St. John, 20 tons, J. Chard, Rathcourcey. Nancy led out followed by St. John and Catherine, running neck and neck, and in this order they left the harbour. The race was, throughout, contested with some spirit, and terminated in the Catherine coming in the winner of the first prize, St. John winning the second.

The next race was for a purse of 50 sovs. for yachts belonging to any Royal Club or the New York Yacht Club. This was intended for vessels over 60 tons, but as only one entered, it was thrown open for those of less tonnage, which had the desired effect of finding two more at their moorings, and the following started:—

Numbered as in Hunt's Universal Yacht List for 1868.

No	Names of Yachts	Rig	Tons	Owners	Builders
6	<i>Æolus</i>	cutter	62	T. Houldsworth, Esq.	Fife
63	<i>Avalanche</i> ..	cutter	47	J. Wheeler, Esq.	Owner
497	<i>Heroine</i>	cutter	48	J. C. Atkins, Esq.	Wanhill

The course was from the starting buoys off the Club battery, round the Spit Lighthouse, leaving it on the starboard hand, thence round the western flag-boat moored near Cork Head; from this mark to a flag-boat moored half a mile S.W. of Poor Head; returning into the harbour and rounding the Bar Rock Buoy, leaving it

on the starboard hand; round the flagboats outside a second time and again into the harbour, leaving the Spit buoy on the port hand, and winning between the Club battery and a flag-ship moored opposite to it. The all important ballast question was set at rest by the following notice, a copy of which was placed in the hands of every yacht owner about to sail for the prizes:—At a meeting of the regatta committee held May 8th, 1863, Admiral French presiding, the following resolution was unanimously adopted:—"That no ballast or weight be thrown overboard or shifted during the race—that no water ballast be allowed—that no bags of shot or other ballast prepared or suitable for shifting be allowed to be on board; and a declaration to that effect be signed by the owner or his representative, previous to the race, and countersigned by the same person and the sailing-master, before receiving the prize. That all ballast shall be under the platform or in the lockers, and that the platform and lockers shall be examined by such persons and at such times as the committee may appoint. No more than the usual chains and anchors shall be allowed to be carried during the race. And if it shall be proved before the committee that any part of the above regulation has been evaded or infringed, the master of the yacht, and the yacht while in possession of same owner so evading or infringing shall be disqualified from sailing at any of our regattas. Approved, adopted, and passed this 8th day of May, 1863.—Thomas George French, Admiral and Chairman R.C.Y.C."

All preparations being complete, at 11h. a.m. their canvas was given to the breeze, and the *Avalanche* bounded off with a good lead, followed by *Æolus* second, and then *Heroine*. They ran well down to the Spit Light, which was passed in the order of starting; shortly after rounding the *Æolus* passed *Avalanche* to windward, when the *Heroine* crept up and cleverly ran through both their lees, taking the lead. *Avalanche* shifted her balloon jib for a working one. The Scotch vessel having now roused up, settled steadily to her work, ran up to *Heroine*, and as she approached the Cork Head flag-boat, went to the fore. After which the *Avalanche* again shifted her jib, and immediately tacked to port on the starboard tack, standing out for sea for a long leg; *Æolus* and *Heroine* braced sharp up and held on on the port tack, in for the northern land; the *Æolus* tacked first, followed immediately by the *Heroine*, which shortly after shifted her large topsail for a smaller one. Tack and tack, the *Æolus* and

Heroine fought a gallant battle along the north shore, which eventuated in the Heroine becoming mistress of the position. In the mean time the Avalanche had worked well over under the western land, off which she took a flanking breeze, and found herself well to windward of both her antagonists; she led the way into the harbour, and the Bar Rock buoy was rounded as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Avalanche	2	8	30	|	Heroine	2	11	26	|	Æolus	2	14	5

The run out was beautifully performed, the wind having come more westerly, and they bounded along with a free sheet for the western flag-boat, which was rounded in the above order, but in the reach to the flag-boat off Poor Head Æolus challenged Heroine, passed her and took second place. After rounding the boat, Avalanche again tacked to port on the starboard tack, repeating her manœuvre of the first round, and working over for the west shore; she was followed by the Heroine, but the Æolus stood on the port tack and worked the north shore aboard. On passing Roche's Point for the last time the Avalanche had a lead of about ten minutes, the Æolus second, and Heroine third.

The race appeared thenceforward to be quite secure to Avalanche, those on board her never troubling themselves to look astern for a competitor till towards the close. Æolus gained well upon her passing the town, but the Avalanche still was confident of success and looked very like a winner. Having made a long stretch away to the southward, however, and the wind being then westerly, she was compelled to tack shortly inshore, while the Æolus, who had kept more in shore, was enabled to run up on the opposite tack, with a much better wind, and win. The yachts were timed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Æolus.....	5	2	37	Avalanche	5	4	26	Heroine	5	6	32

Their being no time allowed for tonnage the Æolus was declared the winner.

The third match was for a purse of 50 sovs. for yachts over 30 tons and not exceeding 60 tons, belonging to any Royal or New York Club; a time race, half Ackers' scale, and below that half-a-minute per ton. Four yachts had entered for this race, but of them—the Lurline—did not compete. The yachts which started were:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
978	Surf.....	cutter	54	C. T. Couper, Esq.	Fife
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.

At 12 at noon, the starting gun was fired, when Surf led off, quickly followed by Phryne, Vindex getting away rather slowly. Phryne made a splendid dash after Surf and got upon her weather. The Spit Light was rounded in the same order, but immediately after Phryne challenged Surf and they ran a beam and beam race, with the wind northerly and freshening in puffs for the western flag-boat, which the Phryne rounded 1m. 5s. ahead of Surf, and 3m. 35s. ahead of Vindex. It was now a reach to the eastern flag-boat, with the wind well abeam and freshening. Upon nearing the boat the Vindex shifted her balloon topsail and jib for working ones, which act Surf and Phryne immediately followed; every preparation being made for a dead beat to windward, after passing the eastern flag-boat, which was done in the same order, with a slight advance in favour of Phryne. Immediately after rounding the latter hauled her wind and stood on the port tack for the north land, followed by Surf; but Vindex, on passing the boat immediately tacked to port on the starboard tack, and worked down the bay for the western land. The Phryne, observing this tacked to follow Vindex, but the Surf still held on, expecting a wind off the north shore; in this, however, she was disappointed, as it came out more from west, heading her off as she neared the land; she then went about on the starboard tack. At 2h. 30m. the Phryne and Vindex tacked to starboard on port tack, with the Surf dead under their lees; the Vindex on this board stood well in to the north shore, where she got the wind that the Surf had been looking for, it coming out north; this enabled her to overhaul the Phryne hand over hand, and as it was a dead beat up through the Narrows she still kept creeping up to her in a wonderful manner, and finally collared her at the Bar Rock buoy, which was rounded as follows:—

	h. m. s.		h. m. s.		h. m. s.		
Vindex	2 43 0	|	Phryne.....	2 43 2	|	Surf	2 46 15

The unexpected turn of affairs, by Vindex getting the lead of her

more powerful opponents, put them on their mettle, and all having set balloon canvas for the run to the western boat, a sharp contest took place especially between the leader and Phryne, who having given the challenge raced up beam and beam, when after a hard struggle the little'un was forced to succumb. Seeing this the Scotch giant thought it a gude time to tackle the wee thing, but in an attempt to run through her lee, the Vindex all on the defensive, put in a neat stop, which for some minutes set Sawney a-thinking; but having recovered from the shock, made another furious onslaught which was at length after a good battle successful, and the discomfited, but not beaten, Vindex, fell into third place,—in that order both western and eastern flag-boats were passed, small working canvas having replaced balloon topsails and jibs, the Phryne hauled her wind and stood on for the north shore; after a short time, however, she tacked to port on the starboard tack. Surf and Vindex braced sharp up also, but the Vindex tacked to port immediately that Phryne did, apparently resolved to teach her a trick of going to windward, and certainly the Vindex was looking up to the wind this day after a fashion that surprised those who saw her. Surf stood on on the port tack for the north shore, along which she worked short boards, expecting the wind to norther, a hope, however, which was not realized. In the mean time the Phryne and Vindex stood well over to the western land, off which the Phryne was the first to tack to starboard on the port tack, followed on the instant by the Vindex. Here they found the wind all away from the westward, which enabled them to lie well up for Spit Light; this was rounded by the Phryne first, Vindex second, Surf third. The match now became intensely exciting, the Vindex's allowance of time just trembling in the balance. The trio were well and nobly handled, and were loudly cheered as they passed the flag-ship in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Phryne	5	15	1	|	Vindex	5	17	36	|	Surf	5	22	8

Vindex was declared the winner by 32s.; Phryne having to allow her 3m. 7½s.

The fourth race was for a purse of 40 sovs. for yachts above 15 tons, and under 40 tons. Time race, half Ackers' scale, and below that half a minute per ton, open to yachts of any Royal Club.

The following vessels started:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons.	Owners	Builders
1049	Thought.....	cutter	27	J. Jones, Esq.	Hatcher
	Warrior	cutter	23	T. Boland, Esq.	
275	Echo	cutter	36	G. Putland, Esq.	Wanhill
296	Emmet	cutter	32	W. W. F. Hay, Esq.	Wanhill
930	Avoca.....	cutter	38	H. H. O'Brien, Esq.	Wheeler
	(late Sibyl)				

The course was the same as preceding match, except the rounding eastern flag-boat. The gun for the start was fired at 1h. p.m., when Echo got first away, followed sharp by Thought which (even at this early stage of the match) was backed to win, and her admirers were soon gratified by seeing her take the lead; before reaching the Spit Light the Avoca also passed Echo. The Warrior in starting had the lead of Emmet, but 'ere rounding the Spit she had to give way, and became last, which position she never altered. The Spit was rounded in this order, Thought first, Avoca second, Echo third, Emmet fourth, and Warrior fifth. At this time there was only 40s. between the two first vessels, and indeed the time between the first and last was only 2m. 10s. Soon after rounding the Avoca challenged the Thought, ran through her lee and took first place, which position she held to the western flag-boat, when Avoca rounded 2 minutes ahead, but having left it on the wrong hand, she had to stand off and take it again. By this unfortunate mistake the Avoca lost over 5m. In reaching and turning back to the Bar buoy the Thought greatly improved her condition, and the buoy was rounded as follows:—

	h. m. s.		h. m. s.		h. m. s.
Thought	3 16 50	Echo	3 31 10	Warrior	3 43 44
Avoca!	3 26 44	Emmet	3 31 15		

It was a dead run off the wind back to round the western flag-boat a second time. Thought and Avoca kept well along the western land getting a strong breeze, more from the westward. These two vessels drew away considerably from the others, rounding the boat several minutes ahead; Echo and Emmet nearly beam and beam, and Warrior about 2m. behind them. Shortly after rounding the Emmet got on the Echo's weather, and went into third place, which she retained till the finish of the match,—the flag-ship being passed as follows:—

	h.	m.	s.		h.	m.	s.
Thought	5	19	40	Emmet ..	5	48	47
Avoca	5	30	44	Echo	5	50	21
Warrior not timed.							

Thought was hailed the winner, amid the immense cheering of the public, with whom she was a great favourite. Several rowing matches and a punt chase closed the aquatic sports. In the evening a splendid display of fireworks took place on the quay.

Second Day, July 23rd.—The day was brilliant and very warm; the great influx of persons from the surrounding districts, made it a very gay and animated scene. The wind blew from the northward during the greater part of the day, and was sufficiently fresh to test the capabilities of the various vessels engaged. The splendid band of the 11th Regiment and Dublin band performed during the day, and the tasteful and brilliant execution of the various selected pieces added considerably to the enjoyment of those present.

According to programme the sports were to begin with a schooner match, but strange to say, that, although there were many in the harbour, a sufficient number would not enter to make a race. The prizes offered were 50 sovs. first vessel; and 25 sovs. second vessel.

The first race was for a purse of 100 sovs., open to yachts of all classes, belonging to members of any Royal and New York Club. Time race, half Ackers' scale, and below that half a-minute per ton. The course was the same as in the yacht race of the previous day, being $19\frac{1}{2}$ miles once round, the course being run twice over, making a total distance of 39 miles. The four crack yachts in the harbour competed, viz:—

• *Numbered as in Hunt's Universal Yacht List for 1863.*

No.	Names of Yachts	Rig	Tons	Owners	Builders
1049	Thought.....	cutter	27	J. Jones, jun. Esq.	Hatcher
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
978	Surf	cutter	54	T. C. Couper, Esq.	Fife
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.

The start took place at 11h. 30m. when they all got well away under balloon canvas, except Surf who could not get the balloon top-sail to stand, therefore set a forty-foot topsail. Phryne had a slight advantage in the start, the others being clustered together nearly bow and bow; but just as they were gybing round the Spit, Thought caught a puff and boldly dashed between it and the Vindex, with

scarcely an inch to spare on either side. It was a bold and hazardous attempt, but it proved successful : rendering their several positions thus—Phryne first, Thought second, Vindex third, Surf fourth; the latter feeling greatly the want of a balloon topsail. Dashing along towards the western flag-boat, Vindex overhauled Thought, and gave her the go-by taking second place; as they ran further down the Surf also took precedence of Thought. In reaching over to the eastern flag-boat the wind fell light, and the Thought drew on Surf and ultimately passed her. During this time the Vindex was sticking close to Phryne. In the beat up to the harbour all had shifted balloon for working canvas, except Thought, which turned up to wind under balloon sails. Phryne and Vindex soon tacked to port on the starboard tack, to work the western shore aboard, but the Surf and Thought hauled their wind and stood on the port tack for the northern land; Thought however, soon changed her tactics, and fearful of letting the formidable Phryne and the now equally wicked-looking Vindex escape from her, she went about on the starboard tack, and commenced working down the bay after them. Surf stood to the north shore until a biscuit could have been thrown on the rocks, when she got the slice of luck she sought in the form of a nice breeze, in which she worked short tacks along the shore, nursing every puff, and watching every eddy until she found herself off Roche's Point Light, with the Phryne, Vindex, and Thought all away dead to leeward. The wind now freshened up and it became a dead turn to windward to the Bar buoy; the vessels at this period were placed thus:—Surf well to windward on the port tack with the wind coming more away from the westward, Vindex on the starboard tack, Phryne and Thought on the port tack considerably astern. On the next tack between these two the Thought forced Phryne about, and as they stood across channel the Thought's balloon jib covered the Phryne's mainsail during the tack; Thought was first to go about, but Phryne stood in to clear her wind, and was thus enabled to weather her persevering antagonist on the next board. The Surf continued to improve her lead until getting near the buoy, when she found herself, like the Avalanche on the previous day, too far to the eastward, and got regularly bothered amongst a lot of merchant ships at anchor, the wind heading her in flaws off the high land over Queenstown; the Vindex and Phryne more lucky, caught and kept the true westerly breeze up to the very buoy just before their reach-

ing which, Surf having got clear made a bold dash to the front, and the buoy was rounded thus:—

	h.	m.	s.		h.	m.	s.
Surf	2	54	46	Phryne	2	57	12
Vindex	2	55	35	Thought	3	1	5

Up flew the ballooners once more for the second round, the Surf leading considerably to the western flag-boat, which she rounded 2m. 20s. ahead of Vindex the second vessel. In the same order they continued round the eastern flag-boat, when Surf had increased her distance 10 secs.

After rounding the Surf stood on the starboard tack to work down the bay for the western land; the Vindex true to racing tactics, would not quit her leader, and followed her, whilst the Phryne stood on to the northward, but eventually went about after Surf and Vindex. At 4h. 20m. the breeze freshened up, and the Surf tacked to starboard on the port tack, and shifted her square for a jib-headed top-sail; whilst thus engaged the Vindex drew up on her weather quarter, collared, and passed her, going into the first place. Vindex now kept clawing away to windward like a witch, working every puff and flaw to a nicety. As she drew in under the western shore the wind freshened, and when she tacked out to sea again she weathered both Surf and Phryne considerably; immediately after the Phryne tacked and weathered the Surf. The Vindex continued improving her advantage to windward on every tack, taking a grand lead up the Narrows and Man-of-War roads, and was never again headed, the race being finished thus:—

	h.	m.	s.		h.	m.	s.
Vindex	5	21	39	Surf	5	28	32
Phryne	5	24	7	Thought	5	42	36

The Vindex was proclaimed the winner with upwards of 5m. to spare.

The second race was for yachts not exceeding 15 tons, time race, half-a-minute per ton; course twice round the Harbour Rock buoy prizes first boat £15, second £5. The following vessels came to the starting buoys:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name of Yachts	Rig	Tons	Owners	Builders
349	Fairy	cutter	12	G. Howe, Esq.	Harvey
7	Enone	cutter	15	J. Corbet, Esq.	Hennessy
362	Fawn	cutter	14	F. Holmes, Esq.	Atkinson
1346	Zuffa	cutter	10	A. Hargrave, Esq.	Hennessy
785	Pembroke	cutter	11	T. Boland, Esq.	

The course in this race differed from that in the first race, so far that instead of rounding the eastern and western flag-boats they rounded both buoys of the Harbour Rock, but in other respects it was the same. The race was pretty, but did not excite the interest of the former. Fairy led at the start which took place at 1h. 30m. followed by Fawn second, Zuffa third, with Ænone and Pembroke together. At the Fort the Fawn went to the front, and was never afterwards headed. The Ænone got on the bank at the Spit, where she hung upwards of three minutes, losing thereby her chance in the match. On the second round Fawn led considerably, Fairy second, Zuffa third, Pembroke fourth, and Ænone last. The race for some time appeared to be almost entirely between the Fawn and Fairy, but the latter fell off very much, and was passed by Zuffa and Ænone; the race being finished as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fawn	4	26	31	Ænone	4	42	36	Pembroke	4	50	0
Zuffa	4	39	40	Fairy	4	45	36				

Fawn was declared winner of the first prize, and Zuffa of the second. The Fawn was steered and sailed by that well-known yachtsman, P. S. French, Esq., who has thus added another to his many laurels.

These were followed by several excellent rowing matches, among which the gig-race rowed by gentlemen attracted the greatest notice; three boats started about 5h. 30m. p.m. viz—Dream (C.H.R.C.) Corbett (stroke); Anderson, Byrne, Ellis and Drinon (cox). Brunnett (Lee R.C.) Foley (stroke); Baggott, Barrett, Clarke and Dunne (cox). Sylph (Officer's Boat) Johnson, Connell, Garnet, &c.

The course, which was about four miles long, lay from the Club battery, to and round the Spit light to the eastward, back again past the Club battery, round H.M.S. Hawke to the westward and finishing abreast of the Club battery. The race was, of course, between the Dream and Brunette, the Sylph not having any idea of contesting the prize seriously; the Dream which had the southernmost position got away with the lead at the start by a boat's length before the Brunette was really underway, the Lee men, however, showed their determination to retrieve the loss occasioned by the surprise, and they went away with that beautiful, steady, graceful, well-timed stroke that has hitherto won for them so high a name as crack oarsmen. From the commencement, however, it was plain to everybody

that the boat was wholly unsuited to the men. She is a new one, but a few days in the Lee Club's possession, and to her very inferior qualities as a racing craft we believe they have, to a great extent, to attribute their first defeat. Dream kept well away to the southward, close upon the bank, thereby avoiding the opposing influence of a powerful flood tide, while, by possessing an excellent boat, and with a capital crew—every man being admirably suited for his place, they glided smoothly and swiftly along. Brunette at the same time, was observed to chop short down into the water and to become almost motionless as the oars were lifted out after each stroke. To this was added the inexperience of her coxswain, which led him to run the boat right into the full strength of the tide, drawing forth a premature exertion of strength on the part of the crew. The result was that the Dream had reached the Spit, with her men as fresh as when they started, full five boats' lengths ahead of the Brunette; the latter pulled up somewhat on rounding the Light, and commenced the run up with good spirit and a fine springing stroke (now unopposed by the tide) that seemed to promise them a good position after a few more strides. The effort which they then made and which enabled them to reduce the Dream's lead to two boats' lengths, did not continue long, some unaccountable disorganisation or disability having made its appearance amongst the crew: their pulling was for two or three minutes most desultory, and almost wholly devoid of spirit. The Dream, meanwhile, went steadily at her work, and the cool, prolonged stride with which she glanced over the water drew forth much admiration, her crew being now confident of the victory, and possessing all the self possession and energy which such a conviction invariably imparts. Extreme confidence now tempted them to relax slightly, and Brunette putting on another spurt, began to gain upon her. Dream however, answered gamely and led round the Hawke by about six lengths. Brunette thenceforward made no effort to retrieve, and Dream consequently came in the winner by about eight lengths.

The Brunette had been the favorite before she started, but her backers (some of whom offered 10 to 1 upon her crew) were most grievously disappointed. It is stated as another of the contributory causes of the Lee men's defeat, that their practice had been confined almost exclusively to smooth water.

Third Day, July 24th.—The first race was for the Carroll Challenge Cup, value 50 sovs. with a purse of 15 sovs. added by the Committee, open to yachts only belonging to Cork harbour: time race, half Ackers' scale: for which the following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
497	Heroine	cutter	48	J. C. Atkins, Esq.	Wanhill
63	Avalanche	cutter	47	J. Wheeler, Esq.	Owner
930	Avoca	cutter	38	H. H. O'Bryen, Esq.	Wheeler

The course being from the Club battery, out the harbour, round the Sovereign Islands and back to the starting point. The day was most favourable for yacht racing. It was not bright nor warm as the preceding days, but there was a capital fresh breeze blowing from N.N.W., that afforded the yachts an excellent opportunity of making a good run and fairly testing their respective capabilities. The sea was well broken up outside, and, in short, it was the very day a lover of yachting would have selected for such a race. The importance of the event was considerable, and the result was looked for anxiously. The Carroll Challenge Cup was first won in 1860 by the Flirt, H. H. O'Bryen; and in 1861 by the Lurline, J. C. Atkins. In 1862 the race did not fill, and the cup was therefore open to future competitors, and the result of the race to-day still leaves it in the same position.

The start took place at 1h. 5m. and was admirably effected. Avalanche went away with the lead, followed by Avoca, Heroine getting away slowly. In this order they left the harbour, running out beautifully upon the wind. When heading towards the Sovereigns, Avalanche and Heroine ran almost together for some time, but Avalanche soon resumed the lead. Avoca made a very long stretch away to the southward, with a view to rounding the Islands on a single tack, and this she accomplished, with, however, the loss of much time. Avalanche did not go so far out seaward when she went about, but failing to weather the Islands on that tack, she was compelled to run to the southward again, and in this way experienced some hard work. Heroine went almost tack for tack with Avalanche, till within two or three miles of the Sovereigns, when Avalanche got to windward, and led by over a mile. She rounded the Islands nine

minutes before the Heroine, and eleven before the Avoca. The latter which had given the Islands so wide a berth, sailed well, but was unable to lessen the advantage, which the closer running of the others had given them. When entering the harbour *Avalanche* still had a splendid lead of about a mile and a half, *Avoca* following close upon *Heroine*. On their arrival the yachts were as follow:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Avalanche	5	44	43	|	Heroine	5	49	53	|	Avoca	5	58	0

Avalanche had to allow *Heroine* three minutes and five seconds for difference of tonnage; the former therefore won by two minutes, five seconds. The yacht, owner, and her crew were loudly cheered as they passed the Club battery. Mr. Wheeler steered his own yacht.

A very pretty race for sailing boats not exceeding 28 feet aloft, for a prize of £5 also took place. The course lay from the battery round the Bar Rock buoy, leaving it on the starboard hand, thence to the westward round a coal hulk off Whitepoint, over the same course again, and finishing opposite the Club battery.

The boats which contested the race were:—*Lady Audley*, Mr. G. Richardson; *Emily*, Mr. H. W. Wood; *Whisper*, Mr. J. Taite; *Irene*, Mr. P. Peterson. After a sharp contest, *Lady Audley* won.

Boat rowing closed one of the best regattas known in the Royal Cork,—and but one regret was left, namely, there was no schooner match. Great praise is due to the Committee for the excellence of the arrangements.

The Royal Cork Yacht Club held their annual Regatta Dinner on Wednesday evening 22nd, Admiral French presiding. On his right sat Rear Admiral Sir Lewis Jones, Commander-in-chief on the Irish station; and on his left General Bloomfield. Amongst the general guests were Capt. Shadwell, H. M. S. Hastings; Capt. Codd, H. M. S. Hawke; Capt. Napper; Lieut. Jones, flag lieutenant; R. Curgenven, R.N., Admiral's Secretary; Colonel Muller; Colonel D'Oyley, 11th Regiment. The Judges of Assize were also invited, but did not arrive in time. We need hardly say that there was a numerous circle of distinguished yachtsmen.

The annual Ball was held on Friday night at the Queen's Hotel. Under the energetic and admirable management of the excellent proprietor, Mr. Elliott, the Committee were enabled to carry it out with the most brilliant success. The ball room was very beautifully

decorated with flags of all nations, wreaths, festoons of flowers and evergreens. The supper and wines were everything the most fastidious could desire, and a numerous and fashionable assemblage enjoyed themselves amazingly until an early hour on Saturday morning. The club-houses of the Royal Cork and Royal Western Yacht Clubs were thrown open to all yacht owners and their friends during the Regatta, and the hospitality for which Queenstown is renowned was exercised with that lavish hand that the sons of the Green Isle are so distinguished for.

ROYAL HARWICH YACHT CLUB REGATTA.

THIS event which had been looked forward to for some time with unwonted interest, came off on Wednesday, 22nd July : Harwich has not been noted for fine weather on the occasion of public demonstrations, but it was anticipated, considering that rain had not fallen to any extent for weeks, and that the days had been unusually propitious during that period, that Wednesday would prove an exception to the rule, and that the Regatta would be favoured as much as could be wished in respect to weather. Those who thus looked forward with eagerness and hopefulness to a continuance of the fine weather were, however, doomed to disappointment, for on Tuesday the clouds lowered, and during the latter part of the day rain descended in torrents and unremittingly. The farmers, of course, were highly delighted, but the votaries of pleasure had very melancholy visages indeed. All their great expectations appeared to be frustrated at once, for but few who noticed the appearance of the clouds, and who assume to be somewhat prophets as to the weather, looked for a fine day on the morrow. An order received on the previous night from Admiral Fitzroy, of the Meteorological Department (or "Weather Office"), to hoist the drum, in warning of a gale expected from the south, prepared the credulous (in which we do not think we can include the "old salts") for what really did take place ; and certainly, however faulty in some instances may have been the system of storm signals, in this case the warning was well founded, and turned out to be a correct prophetic indication of what was to follow. On the previous night the rain—the first which had fallen for some weeks—descended in torrents, and continued during a great part of the morning, and squall followed squall from the W.S.W. quarter, while at no time the wind was below a very stiff breeze, which made yachtsmen

exultant, and gave such a fair opportunity of testing the capabilities of every yacht, small or great.

The dulness of the morning and the showers which fell no doubt detained many at home who would otherwise have been present, but as it was, more than as many as might have been expected took advantage of the cheap excursions offered by railway and steamboat.

The harbour was filled; if we may use the expression, with vessels of one kind or another, many prevented going to sea no doubt by the expected gale—yachts were to be seen everywhere darting to and fro, steamers swarmed, bunting was displayed from the Pembroke man-of-war (only recently returned from a cruise) and every other 'vantage point, and bustle clearly was the order of the day.

Her Majesty's Revenue Cutter Onyx, 37 tons, under the command of Lieut. Lugar, and dressed in the flags of all nations, was moored in the centre of the harbour for the use of the Sailing Committee, which consisted of Peter Bruff, Esq., J. Mann, Esq., B. P. Goodwin, Esq., Captain Daniells, Lieut. Barnes, Messrs. W. Bruff, J. Vaux, jun., W. Groom, and J. Watts.

The course for yachts and smacks was from the Committee's vessel to Beach End buoy and back, running up the Stour to Shotley point and terminating at the point of starting. This was sailed over twice, except in one instance alluded to below, and the distance thus traversed was about thirty miles.

The first match was for a purse of £15 presented by Captain Jervis, M.P., sailed for by dredging and trawling smacks belonging to the port of Harwich. First boat, £8; second, £4 10s.; third, £2 10s. The condition of the race was that four should be the *minimum* number of entries, and the competition being rigidly confined to the port of Harwich only that number came forward, namely:—Paragon, 15½ tons, — Miller; Sir Francis Burdett, 16 tons, C. Durrant; Volunteer, 26½ tons, — Adams; and Emily.

Sir Francis Burdett and Emily afterwards withdrew and the other two only started. Although in the heavy weather that prevailed the Paragon was rather over-matched, both vessels were fine specimens of their class, and both have been connected with gallant salvage services performed by their crews, the former having, among others, rescued the crew of the Darius in the winter of 1861, for which the master received the medal of the Royal National Life-boat Institution, and a presentation telescope from the Board of Trade; and the latter having rescued the crew of the Thrifty, during the last winter, with a gallantry which also obtained a recognition from the Board of Trade. The start

took place at 11h. 30m., and on returning from sea for the first time the Volunteer had a lead of $7\frac{1}{2}$ minutes, which she gradually increased to nearly 22 minutes at the close of the match, when they were timed as follows :—Volunteer, 4h. 4m. 40s.; Paragon, 4h. 26m. 20s.—The former winning the first prize of £8, and the latter the second prize of £4. 10s.

The principal match of the day next took place for a Piece of Plate, value fifty guineas, presented by the Commodore of the Club, the Right Hon. Lord Rendlesham, sailed for by yachts of 25 tons and upwards, of any rig, belonging to a Royal Yacht Club. The following started :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts.	Rig	Tons	Owners	Builders
154	Christabel	cutter	47	H. H. Kennard, Esq.	Aldous
58	Audax.....	cutter	62	J. H. Johnson, Esq.	Harvey
935	Siren	cutter	49	T. Groves, jun., Esq.	Harvey

A great loss of time was occasioned from one of the yachts not being in a condition to take up a position, but after all hopes almost had been given up of getting them off, the starting gun fired at 12h. 23m., the Christabel taking the lead, followed by Siren second and Audax third. The latter, which has had her deck heightened, and has undergone considerable repair since last season, was some time in getting her mainsail properly set, but when she did so she gained upon her opponents and soon passed the Siren. In this position, with every inch of canvas swelled by the smart breeze blowing at the time, the Beach End buoy was rounded, and as they bore up for the Cork Light-vessel, sight was lost of them. As they again approached the Committee's vessel they presented one of the most beautiful sights that could be well witnessed—a sight it was impossible to look upon without enthusiasm. The Christabel still led by a minute and half, but in place of the Audax the Siren was second, the Audax having carried away her bob-stay, so that she was unable to secure properly her headsails. This was exceedingly unfortunate, as some little excitement had been manifested to see the manner in which she would, after her alterations, acquit herself. On completing the first round the Christabel had increased her lead, and the time at which each yacht passed in again going out was as follows :—

	h. m. s.		h. m. s.		h. m. s.
Christabel	2 22 0	Siren	2 25 0	Audax.....	2 40 0

Notwithstanding her misfortune, the Audax kept in the race, though without any prospect of becoming the victor, unless some such accident as she had herself experienced occurred to her opponents. The winning post was passed as follows :—

	h. m. s.		h. m. s.		h. m. s.
Christabel.....	4 29 0	Siren	4 34 0	Audax.....	4 58 35

The Christabel thus won by 5 min., independent of the time allowed for difference of tonnage.

The third match upon the list was for a Piece of Plate, value 25 guineas, presented by the Vice Commodore, John Charles Morice, Esq., and sailed for by yachts not exceeding 25 tons, belonging to a Royal Yacht Club, in sea-going trim, for which the following were entered :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Yachts	Rig.	Tons	Owners	Builders
20	Alexandra	cutter	14½	G. Harrison, Esq.	Iron Ship Co.
1285	Whisper!.....	cutter	19	C. W. Morice, Esq.	Wallis
247	Dewdrop.....	cutter	17	E. Packard, Esq.	Harvey
743	Octoroon....	cutter	12	C. Long, Esq.	Hatcher
86	Bessie	cutter	9	J. H. Hedge, Esq.	Harvey

As the five yachts brought up for starting they presented a very beautiful appearance, and as the Bessie had proved herself a "crack" racer, and as great things were expected of the Alexandra, a new iron boat, a good deal of interest centred on the match. Just at the time of starting—1 o'clock—a tremendous squall arose, and lashed the sea into a perfect foam, and made the operation of hoisting canvas a very difficult matter. The Bessie got away first, with Alexandra close behind, and the latter, which had the windward position, was gradually gaining ground, when the full force of the hurricane struck her and her main-mast broke just below the eye of the rigging as easily as if a lucifer match had been in its place, and the topmast, masthead, and rigging fell partly on deck and partly into the sea. It fell upon the leeward side where, fortunately, none of the crew were engaged, or the consequences might, and no doubt would, have been fatal. The galley used by the Committee instantly put off to her assistance, and having succeeded in saving the rigging, the Mystery screw steam yacht, which was cruising near by, tugged her to shore. The gentleman who superintended the sailing of the yacht was Mr. Davey, a friend of the owner, and he behaved with great intrepidity and calmness. He subsequently sailed in the Amazon, where, as will be seen below, he was more fortunate. The incident caused some sensation, being plainly visible

from shore, and when it was known that no serious mishap had occurred beyond the accident to the boat itself, there was great congratulation that the success of the regatta was not marred by any fatal results. The other yachts went away in good order and so tremendous was the squall that to landsmen it appeared that there was nothing to prevent any of the four capsizing, so completely, at times, were the lee gunwales under water. In this match it was agreed that the course should only be sailed once over, and when the boats passed the Committee's vessel to run up the Stour, Octoroon was leading by three minutes and a half, with Bessie next; as, however, from her superiority of tonnage, she allowed Bessie a minute and a half, and as it was thought the latter might make up her lost time in beating up the river, the termination seemed quite a matter of doubt, but Octoroon eventually won, the race being completed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Octoroon.....	3 32 50	Bessie	3 37 0	Whisper	3 41 15

The Octoroon had to allow Bessie 1m. 30s. but still the former won by 3m. 40s.

The fourth match was for a silver claret jug, value 25 guineas, presented by the Hon. Col. Rowley, M.P., and was sailed for by schooner yachts, without any restriction as to tonnage. The following entered:—

Numbered as in Hunt's Universal Yacht List 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
351	Intrigue, late Diana	schooner	77	F. K. Dumas, Esq.	Ratsey
1268	Waterwitch	schooner	23	H. Allenby, Esq.	Aldous
1235	Violet	schooner	15	P. Bennett, Esq.	Aldous

The start was made at 1h. 30m. but was far from a good one—the Intrigue not clearing properly from her moorings. The Violet got off first, but was passed by the Intrigue as soon as she got fairly on her course. The great difference however she had to allow for tonnage caused some misgiving among her partisans as to the ultimate result, which however vanished when the first round was finished. She being at this time 16m. 27s., ahead of Violet; which immediately afterwards withdrew from the race. In the second round the Intrigue set all sail, and so increased her distance that Waterwitch also retired, leaving her powerful rival to finish the match, which she did at 6h. 17m. 35s., of course she received the prize.

The fifth match was for a silver Vase, value 30 guineas, presented by the Club to be sailed for by any rig or tonnage:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
227	Queen	cutter	39	Capt. Whitbread	Wanhill
31	Amazon	cutter	46	Capt. Smith	Harvey
247	Dewdrop.	cutter	17	E. Packard, Esq.	Harvey

The start took place at 1h. 50m. the Queen leading, Amazon second Dewdrop third, the latter was soon left behind by her powerful opponents, and on the completion of the first round she retired from the contest. The Amazon took the lead from Queen, although the contest between the two was very well sustained. This was continued without any change to the finish which ended thus :—

	h.	m.	s.		h.	m.	s.
Amazon	6	19	10	| Queen	6	29	8

The owner of Queen protested against the Amazon, on passing the Onyx after the second run out to sea, she had gone improperly to windward of one of the mark buoys, but after hearing both sides, the committee did not see fit to recognise the protest, and gave Amazon the prize.

A prize of 20 guineas was offered by some friends of the Vice Commodore for yachts not exceeding 15 tons, but there was not sufficient entries.

During the afternoon several racing matches took place, among which the one that created the most interest was one for a silver cup value 5 guineas presented by Mr. Brett, of the firm of Brett and Co., steam shipping agents, of London, to be rowed for by amateurs in four-oared boats, not exceeding 30 feet in length ; the second best to receive £2 2s. The competitors were the Sylph, the Why Not, the Who'd have Thought It, the Cygnet, and the Curlew ; the Nautilus also entered, but withdrew. These boats belong to the spirited rowing clubs which have done so much during the last year or two to revive aquatics on the Orwell. The course, a triangular one, was rowed over twice ; the first round was not a very successful one, some fouling taking place ; in the second, however, there was some clear fair rowing. The match was won by the Sylph, the Why Not being second, and the Cygnet third. The two prize boats were manned as follows :—Sylph : Bruce, Hume, Francis, Head (stroke), Sturm (cox)—Why Not : W. J. King, O. Ridley, Tracy, J. J. Head (stroke), Sewell (cox). The Why Not was 62s. behind the Sylph, and the Cygnet 80s. behind the Why Not.

ROYAL YORKSHIRE YACHT CLUB REGATTA.

THE Humber was on Wednesday 22nd July, the scene of a re-union at once mirthful, interesting, and recreative. It appears to be a characteristic of life in Hull that when any public movement, whether for the purpose of promoting pleasure or general social improvement, is undertaken, the principle of doing things well and thoroughly is ever most earnestly observed, and perhaps this principle was never more stringently carried out upon any occasion than it was on Wednesday—the opening day of the regatta of the Royal Yorkshire Yacht Club. Early in the morning the general interest which appeared to prevail throughout the town in view of this event distinctly augured a successful day's sport. Boats were specially retained for the conveyance of spectators down the river, and large numbers of persons continued to wend their way towards the pier, and to crowd, not only that stand-point, but the boats aforesaid, and by ten o'clock the river and its banks presented an appearance of the gayest description. The Manchester, Sheffield and Lincolnshire Railway Company's steam packet *Sheffield*, specially chartered by the club, was comfortably filled with the *élite* of the town and surrounding neighbourhood, amongst whom were the noble Commodore, the Right Hon. Lord Londesborough; Lieut.-col Pease, the worshipful the Mayor (Mr. W. H. Moss), Mr. Alderman Bannister, the Vice-commodore; Mr. Secretary Rust; the Captain of H.M.S. Cornwallis, and many of the leading gentlemen of the town of Hull. The excellent band of the Hull Rifle Volunteers were present also, and, under the able direction of Mr. Martin, the leader, played prior to the start for the race and during the voyage down the river, a choice selection of operatic and dance music. Amongst the vessels which accompanied the trip, and added to the general *ensemble* of the very lively aquatic picture, we should not omit to mention the Trinity-house yacht, the *Dream*, having on board the warden and several of the elder brethren. The weather, however, as but too often happens on occasions upon which mortals assemble together for the purpose of enjoying a few festive hours out of their mundane existence, wore a threatening aspect, and swinging aloft, as if in gloomy sarcasm, was Admiral Fitzroy's premonitory sign, the ominous drum, foreboding squalls and awkward adverse gales. Admiral Fitzroy was right. There soon began a persistent drizzling rain, accompanied by a sharp fresh breeze, which caused ultimately a rather heavy swell, and, as a consequence, the playing of such a series of fantastic tricks on the part of the steamboat as made the company on board *rather* uncomfortable.

The first match was for a very elegant silver tea urn, chastely wrought, of the value of 60 guineas for the first prize, and a case of silver plate of the value of 10 guineas, for the second prize. The following vessels entered :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name	Rig	Tons	Owners	Builders
17	Albertine.....	schooner	100	Lord Londesborough	Inman
76	Banshee	yawl	29	E. Squire, junr., Esq.	McKann
32	Amber Witch.....	yawl	51	Capt. Bacon	Wanhill
1247	Volante	cutter	56	H. C. Maudslay, Esq.	Harvey

The course for all the yachts was down the Humber, round the Bull floating-light, about 22 miles seaward, opposite Spurn, leaving it on the starboard hand, and back, passing the boat off the pier.

The signal was fired at 11h. from H.M.S. Cornwallia, which has been for some time stationed at Hull; the Banshee led, followed by Volante, and Amber Witch. The Albertine having to round a "billy-boy" which being in her way was considerably impeded. This fine vessel was also subjected to another casualty which had the effect, together with the obstacle at starting, of throwing her many lengths in the wake of her competitors, and that was that her topsail, owing to the stiffish breeze which was blowing, became entangled, and twisted round the yard. However, this being eventually righted, the stately craft closed surely and steadily upon her rivals. Abreast the buoy Amber Witch went to windward of Banshee, and, just before making the Hebble's floating light, Volante passed the Banshee, the schooner being here up with the lot, the four yachts standing thus :—Amber Witch, 1; Volante, 2; Banshee, 3; and Albertine, 4. Arriving off the Paull light, the wind having freshened up into a brisk breeze, the schooner shot along at a brave speed, and soon got to the windward of Volante and Banshee, the Amber Witch still maintaining her lead. Nothing remarkable occurred from this point to the distance, where the Albertine was to the windward of all her competitors, and Banshee was evidently getting into trouble, and gradually falling into a hopeless rear. The position was, at the Bull Light, Albertine, 1; Amber Witch, 2; Volante, 3; and Banshee, 4. Time: Albertine, 12h. 35m. 30s.; Amber Witch, 12h. 40m. 40s.; Volante, 12h. 45m. 20s.; Banshee, 12h. 54m. 20s.

During the existence of the fresh breeze, the Albertine schooner had gone a long way to the windward of the other three yachts, so much so

that when abreast of No. 9 buoy, on the return journey, which was made along the south coast of the river, she passed the Amber Witch most gallantly, and at Sunk End she was clearly three-quarters of a mile ahead of the Amber Witch, the latter being about a mile and a quarter in advance of Volante, and Banshee being beaten beyond all hopes. But the wind, unfortunately for the fair chance of the schooner, suddenly died away, and in Killingholme reached the two sternmost yachts overhauled and passed her, Volante here gradually gaining upon Amber Witch, and when abreast of the Paull Light, passing her to windward. The race between these two yachts now became very interesting, the Albertine's prospects of success being irrecoverably gone, not only because of the stillness of the atmosphere, but because of her far larger draught, which rendered her unable to get into the shallows, the tide being nearly out. In passing the Hebble's light Volante was about two and a half minutes in the wake of Amber Witch, and, with very little variation, the passage homeward was made in this position. Finally, the race ended with this result :—

	h. m. s.				h. m. s.		
Volante	5	26	5	Amber Witch.....	5	27	36

Albertine and Banshee not timed.

As the Volante was entered at 66 tons, and the Amber Witch as 51 tons, the lead of 1m. 31s. was insufficient to cover the allowance for difference of tonnage, therefore the Amber Witch received the first prize and Volante the second.

The firing of the signal guns was re-echoed by a peal of loud and long-continued cheers from the dense crowds that awaited the termination of the contest on the pier, the band striking up the appropriate and inspiring air of "Rule Britannia," which, intermingled with the ringing plaudits of the spectators, and the reverberations of the cannon, and coupled with the gay appearance of everything around, both on land and water, formed a scene at once pleasing and impressive to the eye and to the ear.

The two remaining events on the programme, a race between two six-oared galleys, the crews, consisting of gentlemen amateurs, and a race between two man-of-war's barges, manned by sailors from H.M.S. Cornwallia, were then at once got off. The first-named, being for silver cups, value in all ten guineas, were—the St. George, Mr. W. Reynolds, coxwain ; the Polly, Mr. J. G. Atkin.

With a good start, and after a brisk and gallantly contested struggle, the St. George, a wooden galley, beat, by nearly a minute, her opponent a steel boat.

The other race was battled for as sailors know how to battle for any prize, but both boats being manned by sailors from the same ship it is of but little interest to know which won. The first boat received a purse of £6 from Lord Londesborough, and the second by way of encouragement, £2.

The committee, at the termination of these proceedings assembled on the roof of the saloon, in presence of the assembled crowd on the shore, and his lordship presented the prizes to the successful competitors, accompanying the presentations with neat and graceful congratulatory addresses. To Captain Bacon, the owner of the *Amber Witch*, his lordship gave the first prize; and to Mr. H. C. Maudeslay, the owner of *Volante*, the second prize; those gentlemen appropriately acknowledging the reception of the trophies and the congratulations of the noble presenter. The crew of the *St. George* were then in like manner each presented with a handsome silver flagon, which together with the tea urn, were filled with a baptismal flood of sparkling champagne, which was heartily quaffed in recognition of the events of the day, and in wishes of success and prosperity, not only for the gallant winners of the honors, but for the Royal Yorkshire Yacht Club and its noble and munificent patron. And thus ended the first day's proceedings of the regatta, nothing having occurred to mar the pleasure of the event, and everything having occurred to conduce to the success which, in every sense, it undoubtedly was—save only and except that bit of weather.

Second Day, July 23rd.—The aquatics commanded a similar attendance as the previous day, thousands flocking down to the pier and availing themselves of the numerous opportunities afford for a trip down the river.

The prizes offered to yachts not exceeding 15 tons belonging to the club was a piece of plate of the value of 20 guineas for first vessel, and a prize value 6 guineas for second; half a minute time allowed for difference of tonnage. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
473	Gnat	cutter	5	T. H. Oldman, Esq.	Harvey
784	Pearl	cutter	9	F. Hoare, Esq.	
923	Shamrock	cutter	12	Capt. Cator, R.N.	
349	Fairy	cutter	7	J. B. Spence, Esq.	
	Brunette.....	schooner	9	H. T. Watson, Esq.	

All started except the *Fairy*. The signal gun was fired at eleven

o'clock, and quickly the competing yachts spread their sails and were on their way, except the schooner, which, from some cause or other, did not make so good a start as the others. The vessels sped along with a fair wind, the course being down the Humber, round the Bull floating light, leaving it on the starboard hand, and back, passing between a boat moored off the east pier of the Humber-dock basin. Shortly after passing Paull the Gnat gave up the contest. The other vessels rounded Bull floating light in the following order:—Shamrock, 1h. 17m. 50s.; Brunette, 1h. 19m. 30s.; Pearl, 1h. 19m. 40s. During the return trip the yachts met with bad weather, and had to make way as well as they could, not only against a beating wind, but against an ebbing tide. At one time the Pearl got ahead of her opponents, but she was subsequently passed by the Shamrock, which maintained its position during the rest of the run. It was considerably later than usual, owing to the weather and the tide, when the first yachts returned, the order of their arrival being as follows:—Shamrock, 7h. 58m. 25s.; Pearl, 8h. 5m. 27s.; Brunette was a long way behind her opponents.

The Shamrock was hailed the winner of the first prize and the Pearl the second.

The fishing vessels started at the same time as the yachts. There were 12 entries. The first smack at the winning post (the Samaritan) being a larger vessel than any of the yachts arrived half-an-hour before the winning yacht. The following is the order in which the three first smacks arrived:—Kate and Ann (of Colchester) 19 tons, S. Martin; Samaritan of (Colchester) 17 tons, John Croft; Rapid (of Paull) 19 tons, Wm. Wilkin.

The Kate and Ann was consequently the winner.

For the man-of-war's cutters' prize two cutters belonging to the Cornwallis started. The winner was a boat with white colours. Both crews, however, received a sum of money to enable them to refresh themselves after their strenuous exertions.

Vice-commodore Bannister presented Captain Cator with a silver salver, value 20 guineas, and Mr. F. Hoare with a cup, value 6 guineas, the prizes respectively won by them, and he explained that Lord Londesborough would have made the presentations as Commodore, but having a dinner party on board his own vessel, he was unable to be present. Captain Cator and Mr. F. Hoare made acknowledgments in appropriate terms. Thus ended the proceedings as far as the yachts were concerned.

The noble Commodore Lord Londesborough entertained a select party in the evening, on board his yacht—the *Albertine*.

The Keel Regatta.—On Wednesday and Thursday came off this regatta, the occurrence of the yacht races on the same days conspiring to give it an additional interest and *ecolat*. The success which attended this the first year of the Keel Regatta Club's independent existence (as last year it was living under the auspices of the Yacht Club, whereas now it has attained strength to go alone, and to go well too)—must be very cheering and exhilarating to its members and to those taking an interest in this description of aquatic sport. The company which crowded the steamer "*Her Majesty*," especially chartered by the committee, on both days were a sufficient proof of the popularity of this regatta. The prizes for each day were as follow :—A first prize consisting of a silver cup, and £10 added ; a second prize of £10, a third prize of £5, a fourth prize of £3, and a fifth prize of 10s. for keels, entrance 10s. A first prize of £2 10s, a second prize of £1 10s, a third prize of £1, and a fourth prize of 5s, for four-oared jolly boats belonging to steamers trading to the port. Some prizes were also offered for a rowing match and for sculling matches, but these contests did not take place because the other proceedings occupied so much time. Thirteen keels started on Wednesday, this being the course :—Down the Humber, ship's track, round No. 8 buoy, passing on the larboard side, and back to the winning boat off the east pier. Iron keels were not admitted. After a rattling race, the keels returned in this order :—Hope, B. B. Mason ; Kiero, T. Beck ; John and Ellen, Wm. Dyson, jun. ; Good Intent, A Bannister ; West Riding, Pope and Pearson.

The Hope got in about half-past six p.m., gaining an easy triumph. For the four-oared jolly-boat race, three boats started, the course being round the Cornwallis and back to the starting boat. The race was ended in the following order :—1, Ganger John Hurst, Wm. Thompson, Rolf, Capt. Gloersen, 2, Rob Roy, Capt. Grey, 3, Argo, Capt. Dossor.

On Thursday ten keels competed for aquatic honours, but the wind being high, and the weather generally rather rough, it was nine o'clock in the evening before the first keel put in an appearance at the goal of victory. The race concluded thus :—Humber Witch, Henry Hodge ; John and Ellen, Wm. Dyson, jun. ; Emily, Geo. Hunt ; B. P. Beaumont, Wm. Thompson.

For the four-oared jolly boat race four started, returning in the following order :—1, Ganger Rolf ; 2, Helen McGregor ; 3, Rob Roy ; 4, Argo. A rather comical contest next ensued under the euphonical appellation of "*punt hunt*," and this ended the day's proceedings, for

some other contests which were announced did not take place because there was no time.

The regatta passed off with great *eclat*, and under the noble Commodore and his useful staff of officers we may anticipate a better arrangement next year, as there were two other regattas held on the same day, with one of which (the Harwich) most assuredly this club clashed—for there were several yachts at the former that would have been at Hull if the time had allowed.—It's strange that Harwich Yarmouth, and Hull, cannot arrange so as to allow the Thames yachts to be present at each !

ROYAL YACHT SQUADRON REGATTA.

THE festivities at Cowes were commenced on Tuesday, August 4th, with a private schooner match between the Resolution, 164 tons, his Grace the Duke of Rutland, and the Lotus 188 tons, Earl Vane, both of which are topsail vessels. The course was from the station off the Castle, round the east buoy of the Sturbridge, thence returning to the westward, passing between Calshot Light vessel and the main, thence to the northward of the Brambles, round the Lepe buoy and back to the goal. The weather was fine, with a fresh breeze from the southward and westward, which continued until four p.m., when it changed and became squally with rain throughout the remainder of the day. The yachts having taken their stations off the Castle, the usual preparatory gun was fired, and five minutes afterwards, viz.—10h. 30m. another gun was fired and the start was effected. Resolution took the lead through the roadstead and maintained it throughout the course. After rounding the Sturbridge the yachts hauled their wind and kept their reach on the port tack for the Calshot Light vessel. The Resolution, being at the least about a mile dead to windward of the Lotus, passed the Calshot vessel at 12h. 20m., and continued on the same reach to the northward until 12h. 25., when she went about at the mouth of the Southampton Water and worked to the westward down the north channel. At 12h. 30m. Lotus performed the same manœuvre. Off Eaglehurst Lotus seemed to have gained a trifle on her antagonist, as in passing the tower we timed them thus:—Resolution 12h. 53m. 30s., Lotus 1h. 1m. 45s., there being now a difference of upwards of eight minutes. After making a few tacks to round the Lepe buoy, but without either increasing or lessening the breach between them, the same was effected by the Resolution at 1h. 33m. 25s., and by the Lotus at 1h. 41m. 20s. Thereupon

they kept away for the goal, which was reached as follows:—Resolution 1h. 47m. 30s., Lotus 1h. 57m. 37s.

In the evening the annual dinner of the members took place at the Castle, at which about 75 of the members and friends sat down, under the presidency of the Commodore and Vice-Commodore.

Wednesday 5th, was the day fixed for the contest for Her Majesty's Cup, but a perfect calm prevailed throughout the forenoon, and there was not a ripple on the surface of the water. The members of the Committee therefore postponed the match until the following day. In the evening there was a display of fireworks.

Thursday 6th.—The morning was a great contrast from the preceding day, as now there was a strong breeze from W.S.W., and every indication of an increase. There were two matches on the card, the first for the Squadron Cup, value 100 guineas, open to all cutters belonging to any Royal Yacht Club, of not less than 30 tons. Time race according to Ackers' scale. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.
193	Crusader	cutter	30	Lieut. J. Sladen, R.A.	Fife
825	Psyche	cutter	46	J. Wardlaw, Esq.	Ratsey
56	Arrow.....	cutter	94	T. Chamberlayne, Esq.	Inman
638	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
58	Audax	cutter	62	J. H. Johnson, Esq.	Harvey
154	Christabel	cutter	42	H. H. Kennard, Esq.	Aldous
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher

			h.	m.
Arrow had to allow	Phryne		16	15
"	" Audax		12	30
"	" Marina		11	0
"	" Christabel		20	40
"	" Vindex		22	40
"	" Psyche		22	0
"	" Crusader		33	35

The course was as follows:—To start from off the Squadron Castle, thence proceed round the Warner Light vessel (below Ryde) thence to the northward of the Calshot Light vessel, passing to the northward of the Brambles, thence round a mark vessel moored off Egypt, thence to pass between the station vessel and the Castle, twice round. All the buoys and marks to be left on the port hand if the vessels be directed to start to the eastward, and on the starboard hand, if the start be to the westward. All vessels racing to keep outside all the buoys. All vessels to be measured according to the rules of the Royal Thames Yacht Club.

At the time of starting 10h. 45m. all being at their stations (except *Psyche* and *Vindex*) they got well away, *Crusader* leading, followed by *Arrow*, *Marina*, *Christabel*, *Audax* and *Phryne*, which latter did not move until the others were quite clear of the Roads, but when she did it was evident she meant to win if possible. It was a pretty sight to see them scudding before the wind with all canvas set. The old *Arrow* before reaching Ryde had in company with the others passed *Crusader*, and the *Phryne* had not been idle, as she took second place; the *Audax* wrested third place from *Marina*. At this early stage there was every appearance of an excellent match, as they literally flew through the water. On passing Ryde pier they were in the following order—*Arrow* first, *Phryne* second, *Audax* third, *Marina* fourth, *Christabel* fifth, and *Crusader* last; to show the closeness of the match we have only to say there was only 2m. 40s. between the first and last vessel. *Marina* and *Christabel* were nearly beam and beam, but before they hauled their wind for the *Warner*, along the edge of the sands there were several exciting changes; *Marina* hugged the sands making a smaller circle than the others, and getting to the windward of the fleet, and stood second, *Audax* trying to weather and pass her. When they hauled to the wind after passing the *Noman*, they seemed in a cluster with *Arrow* leading. The *Warner* was rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	11	33	0	Phryne	11	34	15	Christabel	11	35	0
Marina	11	34	0	Audax	11	34	20	Crusader	11	38	0

It was a dead beat back, against wind and tide, and here *Arrow* and *Phryne* showed the more weatherly qualities, the former when off Ryde pier being 4m. 45s. ahead of the latter, which had taken second place, about 20s. ahead of *Marina*. In Stokes Bay the latter again passed *Phryne* on her weather; but off Browndown she carried away her jib halyards we believe, when she gave up the contest and made for the roadstead.

About 12h. 20m. the leading yacht hove in sight from Cowes under the north shore, followed at a respectable distance. On passing Calshot we descried the *Arrow*'s dark blue and silver quiver, leading four others, about two miles in advance, and on passing Calshot at 12h. 40m. 30s. she was 9½ minutes ahead of *Phryne*, which was followed by three others about a minute apart. From thence they all kept their reach on the port tack, until they were well in the mouth of the Southampton water; they then went about and worked down the north shore, each making tack for tack to the northward of the Brambles. At 1h. 0m. 5s. off Eaglehurst, the *Arrow* reached across the Solent on the starboard tack,

thence about again, and after another tack or two weathered the western mark vessel upwards of 13 minutes ahead. The Crusader got ashore, and after getting off gave up the match. The first round was completed thus:—

	h.	m.	s.		h.	m.	s.
Arrow	1	41	3	Audax	1	55	0
Phryne.....	1	54	30	Christabel	2	0	0

On they proceeded for the second round, during which no change in their positions took place, but Arrow gradually increased the distance between herself and Phryne, and when rounding the Warner a second time was 14m. 15s. ahead. Her progress was watched with much anxiety owing to the time she had to allow her persevering rival. The wind was greatly in her favour, being what our Ryde Chronicler describes as "exactly an Arrow wind, and that if she did not beat Phryne on this occasion, she never would." The result showed that the capabilities of the Arrow are too well known by the Islanders to render it at all doubtful. The match was finished thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	4	25	0	Phryne	4	48	30	Audax	4	54	0

The Arrow became the winner by 7m. 5s. independent of the time she had to allow.

The next match was for Her Majesty's cup value 100 guineas, which was to be sailed for by schooners or yawls belonging to the Squadron only.—The vessels that entered were to be measured according to R.T.Y.C., and also handicapped as shown at the end of this account. The entries were as follows:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
17	Albertine	schooner	156	Lord Londesborough	Inman
391	Flying Cloud.....	schooner	75	Count Bathyany	Inman
28	Aline	schooner	216	C. Thellusson, Esq.	Camper
1246	Volage	schooner	104	Lord Colville	Ratsey
514	Intrepid	schooner	75	Count F. du Monceau	Ratsey
794	Petrel	schooner	64	P. Perceval, Esq.	Inman
946	Sultana	schooner	130	Lieut.-Col. Markham	Ratsey

The Course:—From off the R.Y.S. Castle, outside the Noman buoy, round the Warner, thence to the north of the Calshot, north of the Brambles buoys, thence round a boat moored off Egypt, thence between station vessel and R.Y.S. Castle; twice round.

At 11h. 15m. the starting gun was fired, and the wind had increased in the interval since the starting of the cutters, so the skippers were

rather chary of hoisting too much canvas, lest the whole lot should come down about their ears. Volage took the lead, followed by Flying Cloud, Aline, Petrel, Albertine, and Sultana. Intrepid did not start. When they hove in sight at Ryde, Albertine was leading, and had a small main-topsail set; Aline, second, with both topmasts housed, and seemed over-careful and under canvassed most decidedly; Volage, third, with jib-headed main-topsail; Flying Cloud, fourth, no topsail; and Sultana in the rear, under her odd sort of rig of three jibs and with main-topsail. The match, which was a capital one throughout, excited more interest than the cutter match; and the fact of Albertine being ahead of Aline gave zest to the sport, inasmuch as Aline had to give her no less than 15m. As the vessels ploughed away at such a tremendous rate, it was no easy task to pay proper attention to the points of both matches; for as one class was passing one object where it was essential to time them, the other class was passing another object. In the last round, matters became still more complicated, for the schooners overhauled the cutters, so that the two classes had to be timed simultaneously in some places, whilst in others they were widely asunder. However, we have kept the logs quite distinct, and the first point to be noted is, when they passed Ryde pier.

Albertine leading, Aline and Volage (which were beam and beam) by 55s. with Flying Cloud and Sultana following about 1m. 30s.; they proceeded thus for the Warner, but before reaching the Light-vessel the Volage had taken second place. Off the Sturbridge the Sultana shifted her main-topsail for a jib-headed one.; and at this point the scene was magnificent, for as the schooners were going out before the wind the cutters were seen returning close-hauled. On reaching the Light-vessel they were timed as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Albertine	12	3	25	Aline	12	6	10	Flying Cloud...	12	8	0
Volage	12	6	0	Sultana	12	6	55				

Of course topsails had been doused, and all made snug for the long reach to the Calshot, and when they re-passed Ryde pier Aline had wrested second place from Volage and headed her nearly 4m. 25s. When passing the Calshot light-vessel their distinguishing flags could not be made accurately out, owing to the thick haze, but on working down the Solent, to the northward of the Brambles, there was a hard struggle between the Albertine and the Aline, a matter of seconds. On the former making a tack, the Aline followed suit, and came out on her weather, and took the first place, passing the Western mark vessel five minutes ahead,) the Flying Cloud went ashore on the Lepe, and stuck fast;) with flowing sheets they now ran for the station and completed the first round of the course as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Aline	2	4	30	Volage.....	2	20	30		Sultana	2	29 45
Albertine	2	10	0								

They proceeded on the second course; Aline with a main-topsail; Albertine had both fore and main-topsails set, and when off Appley Sultana set square-sail but it did not seem to improve her speed much. After passing the Noman, they hauled for the Warner, and began to shorten sail in readiness for the beat back. They rounded the Warner, as under :—

	h.	m.	s.		h.	m.	s.
Aline	2	56	20	Volage.....	3	15	0
Albertine	3	1	20	Sultana.....	3	23	0

Aline was now splendidly sailed, and was not only creeping away from her rivals but overhauling all the cutters except Arrow, and so became the second vessel of the lot off Anglesea, thus beating the Phryne (reckoning from the difference in starting) 35m. up to that point. Off Sandhead, Albertine unfortunately carried away her jib-boom, but she still continued her course and maintained her second position, and although the Aline still gained, it was evident she had not time enough in hand to win. They arrived at the goal thus :—

	h.	m.	s.		h.	m.	s.
Aline.....	4	37	0	Volage.....	5	1	0
Albertine	4	47	0	Sultana	5	6	0

Accordingly, as the Aline had to allow Albertine 15m. she lost by 5m.; and Lord Londesborough, therefore, takes Her Majesty's Cup for 1863, which is thus described :—It is a large two handled Vase with marine deities supporting a beautifully-chased imperial Crown in relief, partly encircling a shield, on which is the following inscription,—“ The gift of Her Majesty the Queen, Cowes Regatta, 1863.” The handles are formed of chased scrolls, terminating with the head of Neptune in bas-relief. On the reverse side are similar marine deities, supporting a crown, with a shield corresponding with that on the other side, a space being reserved for the name of the winner. The cover of the cup is surmounted by two dolphins, bearing Neptune's Trident.

The following are the times which were allowed by this handicapping :—Petrel 0m, Intrepid 3m, Volage 7m, Sultana 10m, Flying Cloud 12m, Albertine 15m, and Aline 30m.

The town amusements, rowing, duck hunts, &c., occupied the afternoon, and a brilliantly attended ball concluded the day.

Saturday, August 8th.—The Prince of Wales' Cup was sailed for this day—it was originally intended for the Friday, but only three entered, viz: Arrow, Weerit, 50 tons, and Psyche, 45 tons, and the two

latter declined to compete, when according to the R. T. Y. C. measurement the former's tonnage would be reduced from 102 to 94 tons. It was therefore determined by the Sailing Committee that the match should be thrown open to all yachts belonging to the R. Y. S. irrespective of class, rig, or tonnage, to be handicapped as in the case of Her Majesty's Cup. It was also arranged that a private match between Albertine and Galatea should come off.

The following entered for the Cup, viz:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
28	Aline	schooner	216	C. S. A. Thelluson, Esq	Camper
54	Arrow	cutter	102	T. Chamberlayne, Esq.	Inman
1324	Zara	schooner	152	Earl of Wilton	White
781	Pearl	yawl	164	Marq. of Conyngham	Sainty
924	Shark	schooner	175	S. R. Block, Esq.	Wanhill
1076	Ursuline	yawl	112	H. Villebois, Esq.	Inman
1279	Weerit	cutter	50	A. E. Guest, Esq.	Inman
825	Psyche	cutter	45	J. Wardlaw, Esq.	Ratsey
391	Flying Cloud	schooner	75	Count E. Batthyany	Inman
976	Sultana	schooner	130	Lt.-Col. Markham.....	White
305	Enchantress	schooner	213	Sir T. Whichcote, Bt.	Wanhill
1047	Terpsichore	cutter	82	Com. R. C. Tattnall	Ratsey
514	Intrepid	schooner	75	Count F. du Monceaux	Wanhill
858	Resolute	cutter	76	Rt. Hon. T. M. Gibson	Harvey
610	Lotus	schooner	188	Earl Vane	Camper
854	Resolution	schooner	164	Duke of Rutland	Inman
974	Petrel	schooner	64	P. Perceval	Inman

The following is the substance of the handicap. Aline and Arrow were to receive no time, but were each to allow the following time to the other competitors:—Zara 12m., Pearl 35, Shark 25, Ursuline 28, Weerit 38, Psyche 30, Flying Cloud 30, Sultana 33, Enchantress, Terpsichore, Intrepid, and Resolute 35, Lotus and Resolution 40, and Petrel 45.

The course was from the R.Y.S. Castle to the Noman buoy, round the Warner, thence to the north of the Calshot, north of Brambles buoy, thence round a boat moored off Egypt, and thence between the station vessel and the R.Y.S. Castle; twice round.

The Lotus, Zara, Resolute, and Enchantress declined, and the others started at 10h. 30m. As soon as the gun was fired all was bustle, and they canted round, Weerit leading, with Psyche, Shark, Sultana and Aline closely following, the others in a ruck,—the wind was from the S.W. A drizzling rain partly obscured them as they approached Ryde, but the Aline could be made out spanking along a great way ahead. They passed the pier thus,—Aline first, Weerit second, Shark third,

Psyche fourth, Arrow fifth, (the difference between Aline and Arrow being $7\frac{1}{2}$ minutes) followed by the others thus, Pearl, Intrepid, Flying Cloud, Terpsichore, Sultana, Resolution, Ursuline and Petrel: as it was flood tide they all skirted the sand unusually close, Arrow passing Psyche. The weather now became very thick, and it was uncertain noting their positions. The wind had fallen away, but at 12h. 53m. a breeze sprung up from the westward, which caused much shifting of canvas. Aline still kept the lead, whilst Arrow, having passed into second place, made rapid strides to overtake her, and Calshot was passed thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Aline	1	14	30	Pearl	1	39	30	Terpsichore.....	1	45	15
Arrow	1	22	25	Psyche.....	1	40	45	Ursuline.....	1	54	50
Intrepid	1	29	40	Weerit	1	41	58	Resolution	1	59	30
Flying Cloud ...	1	31	50	Sultana	1	44	40	Petrel	2	0	20
Shark	1	38	25								

The weatherly qualities of the Arrow now began to tell, and she gained on Aline every tack; ultimately passing her when off Eaglehurst. Arrow's success now surprised all, for on rounding the boat off Egypt the time was as follows:—Arrow 2h. 26m. 34s., Aline 2h. 35m., being nearly a gain of 16 minutes within an hour's sailing, which considering Aline's performance during the former part of the match was unaccountable. The official time on completing the first round was:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	2	29	10	Pearl	3	4	55	Weerit.....	3	7	35
Aline	2	48	15	Psyche	3	6	45	Shark	3	12	10
Terpsichore ...	3	3	3	Intrepid	3	6	50	Ursuline	3	40	0
Flying Cloud ...	3	4	24								

The wind freshened, with rain and mist, and they ploughed ahead for the second course with disappointed hopes as it was evident Arrow would win, barring accidents, and that was a forlorn hope, as such rarely happens to her. Sultana and Resolution had retired. Rounding Warrior the Arrow was full 18 minutes ahead of Aline, which she continued to increase; all she had now to do was to endeavour to save her time from the others. The contest between Psyche and Terpsichore was very exciting, as they repeatedly shifted places, and as will be seen came in nearly bow and bow; the leader continuing to improve her position, and no further changes taking place with the others we give the official time as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow.....	5	59	47	Pearl	6	50	40	Terpsichore.....	7	2	10
Aline	6	25	25	Intrepid	6	59	5	Psyche.....	7	2	17
Flying Cloud...	6	44	10	Shark	7	1	5	Ursuline not timed.			

Thus after allowing Flying Cloud 30m. Arrow won by 14m. 23s.,

maintaining her great fame, and adding another Royal gift to her former trophies.

Whilst the foregoing was pending a private match between *Albertine* schooner, 156 tons, Lord Londesborough, and the *Galatea*, schooner 143 tons, T. Broadwood, Esq., took place for 100 guineas. The course was from Cowes, to the northward of the Noman, round the black Princessa, a buoy three miles to the southward of the Nab; back to the northward of Calshot Light, to the westward of Yarmouth Castle, then to Cowes, passing between the Squadron Castle and the Station vessel, once round,—a distance of about 60 miles.

The vessels were to start in a line from abreast of the Castle, under canvas. On the gun being fired at 10h. a.m., they started to the eastward, *Galatea* taking the lead, and as they neared Ryde pier they were made out to be carrying a pile of drapery;—*Galatea* with small jib, large stay-sail laced on boom, foresail, mainsail, fore and main-gaff-topsails; *Albertine* in all respects similar sails, except she set balloon-jib, and smaller stay-sail laced as the other. Between Osborne and King's Quay *Albertine* picked up a nice breeze, which being seen *Galatea* stood off more to share it, and both scudded away passing Ryde pier—*Galatea* 5½ minutes ahead: as they opened the land to the eastward the wind came more southerly, so the latter struck her balloon-jib and set a working one, whilst her compeer carried all on, creeping away and passing the Noman only 2m. 15s. ahead, *Albertine* having gained 3m. 15s. since passing the pier. They then hauled for the Princessa buoy, and from the direction of the wind the course was nearly dead to windward; and a thick mist not only shut the vessels out of sight at Ryde, but at times they could not see each other. They were now becalmed, and jammed with a flood tide, so both made a long board to the east to get an offing to round to the windward of the Princessa. Owing to the mist, the light wind; and strong lee tide, *Galatea's* reach was short; so she had to go about and make a short board; during which *Albertine* hove in sight, jammed with wind and tide, and in trying to round fine caught the buoy in her main rigging, and the tide swung her round like a top. They rounded as follows:—

	h. m. s.				h. m. s.		
<i>Galatea</i>	2	5	0	|	<i>Albertine</i>	2	13 10

At 2h. 24m. the former hove in sight again, forging ahead with balloon-jib, and at 2h. 33m. the latter under like canvas; and whilst they were running before a southerly breeze, the yachts sailing for the Prince of Wales' Cup were making a dead beat of it off Eaglehurst with the wind at west. They re-passed the Noman thus:—*Galatea* 6m. 40s.

ahead. They scudded away till between Sandhead and Sturbridge when they found the wind veering to west, so they shifted their canvas as follows:—Galatea small jib and small main-topsail, the latter she was some time in setting. Albertine set small jib, and fore and main top-sail. In this order they re-passed Ryde, Galatea leading by about 5m. They laid their reach on the port tack until nearing the Calshot Light vessel, but as they could not fetch the mark, they had to make a short board off shore, and then keep their reach into the Southampton Water, passing the Calshot as follows:—

	h.	m.	s.		h.	m.	s.
Galatea	3	57	30	|	Albertine.....	4	4 30

They now tacked to the southward, but the Galatea only fetched Black Jack buoy, when she again tacked. Albertine on reaching the same position was only 8m. astern of her antagonist, having gained considerably even in this short distance in working to windward. From hence they made a few tacks across the bay until they found themselves off Lepe. Albertine here tacked on the Galatea's weather, compelling the latter to pass under her stern, and some excellent manœuvring took place. This kind of work was carried on by both vessels in their progress to the westward. There was now a pleasant breeze from the S.W., and they continued their route onward until they neared Yarmouth, the Albertine having been some time the leading yacht. Yarmouth Castle having been brought to bear south of them, they bore up for Cowes, not having been able to discover the mark vessel. Galatea, observing her antagonist bearing up, followed suit, and in running up again passed the Albertine, and assumed the leading position, and we timed them on passing the goal:—

	h.	m.	s.		h.	m.	s.
Galatea.....	8	45	0	|	Albertine.....	8	58 30

The winner was received with tremendous cheering. This brought the Regatta to a close, which on the whole has been satisfactory, bringing a great influx of visitors, and proving a good harvest to the town.

ROYAL VICTORIA YACHT CLUB REGATTA.

As usual the marine amusements at Ryde commenced the week following those at Cowes, so that the visitors to the Wight have a succession of pleasure for a fortnight at least. Last year there was a change of the leading officers of the club—C. Thellusson, Esq. elected Commodore *vice* G. H. Ackers, Esq., resigned; and the Right Hon. Lord Burghley,

elected Vice-commodore, *vice* T. Chamberlayne, Esq., resigned: since which Capt. J. Helby, through ill-health has resigned the Secretaryship, and Capt. J. P. Mackinnon has been appointed to that office.

August 10th.—The annual meeting was held at the Club house, when a large number of members attended.

August 11th.—The first match on the card was for a prize of 50 sovs. open to all schooners without limitation as to tonnage, but as a time race of half Acker's scale. Only two entered, the *Intrepid*, 75 tons, Count Felix Du Monceau; and the *Galatea*, 343 tons, T. Broadwood, Esq., the time allowance was 4m. 35s. When the time for starting (10 a.m.) arrived only the *Galatea* was at her station, although a fine breeze from west was blowing. The Commodore had previously determined to throw overboard the old rule of "three to start or no race," and therefore the *Galatea* was dispatched on her course. We hope other clubs next season will act upon this principle, and it will be another point gained in yachting that has been long wanted. The *Galatea's* performance will be found in the following account.

Second Match.—This was also for 50 sovs. open to cutters belonging to the club.—Time race, half Ackers' scale. The following started:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
193	<i>Crusader</i>	cutter	30	J. Sladen, Esq.	Fife
154	<i>Christabel</i>	cutter	48	H. H. Kennard, Esq.	Aldous
935	<i>Siren</i>	cutter	48	T. Groves, Esq.	Harvey
58	<i>Audax</i>	cutter	62	J. H. Johnson, Esq.	Harvey
688	<i>Marina</i>	cutter	65	J. C. Morice, Esq.	Ratsey

The course for all matches from Ryde, outside the Noman buoy, round the Nab, thence round west buoy of the Middle (off Cowes), thence to Ryde, twice round; all to be rounded on the port hand.

As 10h. 30m. the starting gun was fired, and the *Crusader* was under canvas smart, and away with all speed, followed by *Audax*, *Christabel*, *Siren*, and *Marina*, as placed, with a fresh breeze from the west; fine weather. In the run for the Noman the *Audax* kept close to the edge of the sand, *Christabel* trying to get on her weather. The buoy was passed in the above order—except *Marina* had taken *Siren's* place. The wind was more on their starboard quarter, so they hauled in their sheets and laid their course for the Nab light-vessel, off Bembridge, the whole fleet being under a crowd of canvas until opening Brading harbour balloon sails were taken in, and working jibs hoisted preparatory to rounding and beating back to the westward. They rounded the Nab as follows:—

	h. m. s.		h. m. s.		h. m. s.
Crusader	11 51 50	Christabel	11 54 30	Siren	11 56 20
Marina	11 54 10	Audax.....	11 55 30		

During the time the cutters were running to the Noman Galatea was ploughing away off Old Church; about 11h. 30m. she ran past the Nab, and, after being absent from sight about a quarter of an hour, re-appeared and re-passed the Light. She then reached, in fewer and longer boards than the cutters (with whom she soon got in company,) for the west buoy.

On getting close-hauled Audax passed one after another, and off the Noman made a board on the starboard tack towards Sea View, and worked up the edge of the sand to avoid the strength of the tide. The Crusader was going well, and had a chance up to Sandhead, after which Audax began to walk ahead smart. As they worked to the westward they found more wind, and the Marina keeping her reach in towards Fishhouse longer than Audax, gained a little, tried to weather her on the port tack off Peel buoy, and hung on her lee quarter nearly down to the west buoy, making it very exciting, rounding thus—Audax, Marina, Siren, Christabel, and Crusader. It was observed that the Galatea, which could have rounded with the cutters, very considerably stood off so as not to hinder them. All was now bustle and smartness in changing sails, “Stand by to hoist balloons!” was the cry,—up they flew, and away careered these beauties for the end of the first round, which was completed off Ryde thus:—

	h. m. s.		h. m. s.		h. m. s.
Audax.....	2 51 35	Siren	2 59 0	Crusader.....	3 3 5
Marina	2 52 20	Christabel	3 0 50		

Galatea passed bow and bow to the leeward of Marina, and they kept company together. There was nothing noticeable in the run to the Nab, beyond shifting balloon jibs and topsails, and making all snug for working to windward, it being a dead heat back: they rounded the Nab thus:—

	h. m. s.		h. m. s.		h. m. s.
Audax.....	3 34 17	Siren	3 45 39	Crusader.....	3 49 55
Marina	3 38 18	Christabel	3 46 25		

Galatea rounded just before Marina, and then made a long reach across the strength of the lee tide, over to Stokes Bay; thence across to Fishhouse, and rounded the west buoy just astern of Marina. The Siren and Christabel, both shifted jibs in the act of going round. In reaching in from the Nab the yachts stood in towards Spithead, then tacked for the Noman buoy, and worked up along the edge of the sand, a very pretty match ensuing at this point between the Audax and Marina, the leading vessels. From Sandhead buoy the former led with a

tack across the tide towards the north shore of Stokes Bay, still pertinaciously followed by the Marina, and by the time the Audax was in a line with the railway pier in the bay, the last of the contending vessels, the Crusader, was to leeward of the Noman buoy. The wind continued steady at a moderate wholesail breeze from W.b.S., and the large number of yachts afloat, in addition to the five sailing in the match, with the pleasant accompaniments of smooth water and bright sunshine, rendered the whole scene of a most exhilarating character. By the time the Crusader arrived off the end of Ryde pier, the Audax was off Peel buoy, thrashing down against the tide for the west end of the course. The race was now, to all intents and purposes, the Audax's. The Christabel made a short tack into Ryde roads, and lay down straight for the west buoy of the Middle, in the wake of the Audax and Marina, but keeping her course closer along the island shore than those two vessels did, repeating her previous experiment. Opening Cowes roads, the yachts found the breeze to again freshen on them. The buoy was rounded by Christabel taking third place from Siren; from hence to the goal was a fair run, and ballooners were hoisted to the breeze, with all except the hardy little Crusader, which unfortunately got jammed with the tide off the Brambles. This excellent match finished thus—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Audax.....	5	57	0	Christabel	6	8	30	Crusader.....	6	36	40
Marina	6	3	15	Siren	6	14	55				

Galatea arrived about 6h. 7m. 10s., and of course received the prize. Audax won her prize by 6m. 15s., independent of the time she had to receive from Marina, viz. 45s.

The newly arrived American schooner, Gipsy, being present, the Commodore invited her owner (Mr. Morse), to the club-house, where he met with a very warm and cordial reception, and that gentleman assured the members of the R.V., if they ever extended their cruise to New York, the Yacht Club there would give them a like welcome. He invited all yacht owners on board of the Gipsy the following morning (which invitation many accepted); and in return the Commodore invited him to join in the company-sailing which would follow the visit.

Second day, Aug. 12th.—This day there was a grand review of yachts, which had a very pleasing appearance as they went through their evolutions. By 11 a.m. every yacht nearly had a party on board, including in many instances, ladies; and at 12h. the yachts were ranged in two divisions,—the starboard or windward consisting of schooners led by the Commodore, and the port or lee consisting of cutters led by the Vice-commodore:—

STARBOARD.

Aline, C. Thellusson, Esq., Com.
 Avoca, H. M. Goodwin, Esq.
 Constance, Lord Louth
 Fernande, Stuart Lane, Esq.
 Shark, S. R. Block, Esq.
 Evangeline, Captain Hawkes
 Glean, J. Richardson, Esq.
 Le Reve, Lieut.-Col. Evelyn
 Galatea, T. Broadwood, Esq.
 Lurline, J. H. O. Beirne, Esq.
 Maia, Captain Phillimore
 Clytie, Captain Clarkson
 Ella, Count du Hays
 Miranda, E. B. Liebert, Esq.
 Lotus, Earl Vane
 Alarm, J. Weld, Esq.
 Gipsy, — Morse, Esq.
 And several others whose names we
 could not ascertain.

STEAMERS OFF RYDE.

Rose Diamond, Hon. W. H. Quin
 Penelope, E. W. Edwards, Esq.
 Sunbeam, L. Twysden, Esq.

PORT.

Osprey, Lord Burghley, Vice-Com.
 Dart, Major Claggett
 Cecilia, T. Wilkinson Tetley, Esq.
 Crusader, Lieut. J. Sladen
 Clio, Capt. Ferrand
 Terpsichore, Captain Tattnall
 Chimera, E. S. Bowlby, Esq.
 Moonbeam, P. Roberts, Esq.
 Zillah, T. Leach, Esq.
 Eclipse, H. S. Fearon, Esq.
 Fox, H. Chamier, Esq.
 Wizard, Sir G. East, Esq.
 Christabel, H. H. Kennard, Esq.
 Minnie, A. Callaway, Esq.
 Amazon, H. F. Smith, Esq.
 Marina, J. C. Morice, Esq.
 Hesperus, N. Montefiore, Esq.
 Julia, G. Fielder, Esq.
 Snake, Captain Brigstocke
 Audax, J. H. Johnson, Esq.
 Brunette, J. P. Ellames, Esq.
 Emmet, W. W. F. Hay, Esq.
 Maria, C. Birch, Esq.
 Heroine, Captain Ashworth

The flotilla sailed in two lines across to the Horse shoal, when the Commodore went about, to return by the Warner in one line, the cutters continuing their reach till their turn came to fall in, which they accomplished equi-distant and in capital line. As the Commodore neared Ryde, the yachts formed a semi-circle, stretching to the Noman; there were fore and-aft schooners, square-rigged schooners, yawls, and cutters, flanked by some screw yachts, one of which, the Penelope, being in appearance almost equal to the royal Fairy. The wind was just in the quarter most to be desired, south, so that it was fair both ways; in fact the only wind, and just enough of it, to allow of complete success; whilst there was scarcely a cloud in the sky. In our very lengthened experience of yachting we never saw a scene portraying so much beauty, admirable seamanship to keep their places, and indicative of the enormous wealth of the country. It was a success, of which all who saw it could judge one as well as another; and, henceforth the review of the yachts would be looked forward to as the event of the regatta. The Commodore led the way down to Humphrey's Hole, and returned to his moorings at 3h. 30m.; the others followed round, and shortly after four nearly all were at anchor. "The Commodore, the Vice-commodore, and all concerned in this magnificent panorama, deserve the highest credit, as they have conferred upon Ryde a great boon; and as there is no Head to the Town to thank them in the manner to which they are entitled; we, as the Public Organ, express the unanimous opinion of all we have heard speak on the subject, offering the warmest thanks."—*I.W. Observer.*

While the yachts were preparing to form in two divisions at Spithead, in obedience to the Commodore's signals, the Alarm bore down upon Gipsy, luffed round her stern, and ranged ahead of her. This coquetry could not, however, last any length of time, and in a few minutes the Gipsy's foresheet was let go, and away went the two craft, with Alarm slightly to windward. The Gipsy on getting fairly away, luffed across the Alarm's stern, and for a few minutes it appeared from Ryde pier-head that she was passing the Alarm to windward. But this delusion was shortly dispelled, for the Alarm was seen to come out from under the Gipsy's lee, and pass ahead fairly to windward, the latter vessel's head-sails shaking up in the wind, which was just sufficient to keep the two vessels' sails well full from E.S.S. but veered slightly more to the southward as the race progressed. The two craft luffed as close as possible to the shoals of the Sand and Noman, the celebrated cutter Arrow being seen in pursuit about four cables lengths astern for apparently a little fun of her own.

Off the Noman buoy, at 1h. 50m. the Alarm kept away, and hauled down her jib for a minute or so, having seemingly carried something away, and during this time the Gipsy seemed to gain upon her. Her jib again set, however, the Alarm luffed across the Gipsy's bows, and resumed the lead, the latter keeping slightly away; at 2h. 4m. 30s. the Alarm went about under the lee of the Warner and stood in for the island shore, the Gipsy keeping on her reach to the eastward. Alarm was shortly again about, and on the same tack the Gipsy persevered in; at 2h. 19m. 30s., the Gipsy was about and standing in for the island shore, and at 2h. 29m. 30s. the Alarm went again about, and appeared to have obtained a strong lead, and soon afterwards set her fore-top-gallant-sail, the wind falling rather light; at 2h. 42m. 30s. the Gipsy was shut in from view from Ryde pier-head by Nettlestone or Sea View point, nor did she emerge to sight again until shortly before weathering the Nab, the windward point of the course. The Alarm made a couple of short tacks under the lee of the Nab at 2h. 49m. 30s. and at 3h. 2m. 30s., and at 3h. 3m. 15s. she weathered the lightship, and bore away for Ryde. At 2h. 59m. 30s. the Gipsy hove in sight, standing for the Nab, which she weathered at 3h. 7m. 30s., and bore away in pursuit of her antagonist; the Arrow, which was jogging on in her own quiet way under mainsail, jib, and foresail, and with boat astern weathered the lightship about three minutes after the Gipsy.

At 3h. 20m. 30. the Alarm opened out clear of Nettlestone point, to view from the pier-head at Ryde, the Gipsy followed suit at 3h. 24m. From here they ran down dead before the wind for the Noman buoy,

which was passed by the Alarm at 4h. 10m. 41s., and by Gipsy at 4h. 14m. 57s. Hauling in round the Sandhead, both came on before a nice breeze, about S.S.E., for the anchorage of the Victorias in Ryde Roads, and passed the pier-head at the conclusion of their most friendly, but exciting, contest, in the following order and time:—

	h. m. s.		h. m. s.
Alarm.....	4 39 38	Gipsy	4 46 55

A dinner took place in the evening, the Commodore and Vice presiding, who were surrounded by a very numerous company.

Third Day, August 13th.—The first match to-day was for yachts of any rig, from 20 to 40 tons, belonging to members of the Club. Time race, Ackers' scale, for a prize of 20 sovs: the following yachts entered:

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
759	Osprey	yawl	35	Lord Burghley	Henderson
705	Moonbeam	cutter	25	P. Roberts, Esq.	Fife
193	Crusader	cutter	30	Lieut. J. Sladen, R.A.	Fife
296	Emmett	cutter	32	W. W. F. Hay, Esq.	Wanhill

At 10 o'clock precisely they were started to the westward with light airs from S.E. and west-going tide. Crusader caught a little breeze and was off, Osprey and Emmet drifting stern foremost, and Moonbeam remaining at her moorings undecided till 10h. 20m., when a breeze sprung up from N.W., the opposite point of the compass, and she joined the others;—at 10h. 50m. they were reaching across on the port tack towards Browndown, for the strength of the tide to carry them down; but when they arrived at West Buoy the mark was shut out, so we could not time them; at 11h. 30m. Crusader was leading, under balloon-jib and topsail, running back to Ryde, and they passed the pier as follows:—

	h. m. s.		h. m. s.
Crusader	12 37 15	Emmet.....	1 23 30
Moonbeam	1 5 20	Osprey.....	1 36 30

Moonbeam stood over on Island shore, and did better than the others which took the north shore. At 1h. 30m. Moonbeam passed Sandhead all ahead, making a straight course for Noman; Crusader and Emmet hauling across from north shore, and Osprey off Browndown: They passed Noman:—

	h. m. s.		h. m. s.		h. m. s.
Moonbeam	1 55 15	Crusader.....	2 3 55	Emmet.....	2 13 35

They reached for the Nab and went out of sight; and on return, had the like positions, but in working up along the edge of the sand Crusader

cut Moonbeam out, and became again the leading vessel. They went the west round again, but Osprey and Emmet gave in, and Crusader passed the pier at 6h. 45m. and gave in, as there was not time to go round the Nab and back again before sundown. Moonbeam was then off Quarantine.

The second match was for a prize of 50 sovs, open to all yachts belonging to any Royal Club, irrespective of ballast, crew, or canvas. Time race, Ackers' scale. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
671	Medea.....	schooner	70	W. T. Rideout, Esq.	Paterson
638	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
58	Audax.....	cutter	62	J. H. Johnson, Esq.	Harvey
391	Flying Cloud	schooner	75	Count Batthyany	Inman
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.

The course was the same in both matches, viz: from Ryde Pier round the Nab, thence returning to round the west buoy of the Middle and back, twice round; to start to the eastward or westward, at the option of the Sailing Committee.

The Vindex not being ready at the appointed time the start did not take place till 10h. 45m., with the wind N.W. Audax had the weather berth, and being smartly handled was first off, followed by Flying Cloud, Vindex all to leeward, and Medea bungling over setting her canvas; Marina did not start, as there was not wind enough to give her a chance. They made a board on the port tack towards Browndown, and then went about and reached towards the Island, Vindex on Flying Cloud's quarter; Audax cross-reached and weathered the latter, she continuing on the port tack. Vindex followed her leader, and both being unwilling to leave the Cloud, went about and reached again towards the Island. The cutters were now away clear of each other, and of the schooners, and each pursued her course unmolested. They rounded the west buoy thus:—

	h. m. s.		h. m. s.		h. m. s.
Audax	11 40 0	Vindex	11 43 0	Flying Cloud...	11 44 5

The interest now centred in Audax and Vindex who were trying to out-manceuvre each other off Browndown: Vindex tried to pass on the weather of her leery rival, but she hauled across and kept her back for a time. Ultimately Vindex got out clear in Stokes Bay, and became the leading vessel; with her large spread of canvas and the light airs the chances from the beginning were in her favour. They passed

Ryde pier thus—Vindex first, Flying Cloud second, Audax third, and Medea at a distance. The cutters stood over on the north shore, the Cloud on Island side to catch the first of the east-going tide. When off Spithead Audax passed the Vindex, and Flying Cloud was ahead off Sandhead. Off the Horse shoal Vindex picked up a little breeze and shot past Audax again. The wind as they opened the land, drew round to south, so they hauled their wind for the Noman. Flying Cloud made a straight course, shewing the advantage of running down on the Island side. They passed the Noman as under:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Flying Cloud ...	1	50	45	|	Vindex	1	59	40	|	Audax	2	12	0
Medea not timed.													

They now made a board to east to weather the Nab, but as the tide carried that mark out of sight the yachts could not be timed. Flying Cloud went out of sight at 2h. 30m., followed by Vindex and Audax, whilst Medea had not got to the Noman. The Cloud hove in sight again at 3h. with Vindex in dangerous proximity; after re-passing Noman they found the wind W.N.W., and they reached towards Hasler; they went about and stood over for Ryde, when Vindex cleverly cut Flying Cloud out, and took the lead. They tacked nearly close to the end of the pier, and afforded a pretty view of working a vessel. It would be a fallacy to give the time of passing the pier, for Vindex kept her reach on the starboard tack, whilst Flying Cloud had gone about and was on the port tack to leeward, though both passed together at 4h. 48m. Here the disadvantage of a schooner's triatic stay was seen, as every time Flying Cloud went about much time was lost in getting fore-topsail to windward, and she was compelled to make one short board more than Vindex, before they laid their course for the west buoy. The wind was now S.W., and 5h. 12m. Audax passed the pier, and all chance gone. They rounded the western mark in the same order, and re-passed Ryde pier thus—

	h.	m.	s.		h.	m.	s.
Vindex	6	15	10	|	Flying Cloud	6	20 35

It was evident therefore, if there was time to sail it out before sun-down, it laid between these vessels. They continued the match, but it was not finished in time; therefore it was arranged to re-sail it the next day, which owing to the length of the foregoing accounts we must defer to our next.

IRISH MODEL YACHT CLUB MATCH.

THIS match, which is looked on by the clubs as their great race of the year, was originally fixed for Monday, July 13th, the day but one before the Royal Irish Yacht Club Regatta, and accordingly at two o'clock the following little clippers were seen taking up their stations, breeze fresh from the eastward;—Glide, 14 tons, D. Fulton; Virago, 10½ tons, J. Eyre; Magnet, 12 tons, E. J. Bolton; Pet, 12 tons, Lient-Col. Rutledge; Dove, 12 tons, T. D. Keogh.

Of these the four last have often been described, and have frequently contended in the matches of this club and the regattas of Dublin Bay; the race generally, however, ending in the success of the Magnet, which is the most powerful boat, has a beautiful outfit of spars and sails, and an excellent skipper, all of which serve her especially in light weather; on a run and reach, however, in light wind, she finds it difficult to get away from the Virago, which is a surprising little boat of her inches, but does not go well to windward; while the Pet and Dove are first-rate little cruising boats, more fit for a strong breeze and lumpy water than for racing with their modern opponents. Of the Glide, the newly new boat, it is impossible to speak too highly; she is the fastest thing of her tonnage afloat, and, from the way in which she tackled the Thought on the Clyde, and from her performance since in the regatta of the Royal Irish, her owner may congratulate himself on having the best boat out this year, so prolific of new and successful racing vessels. She did not, however, leave the starting buoys on this occasion, we believe from a chivalrous feeling on the part of her owner, who, being sure of the superiority of his boat, did not wish to interfere with the contest which has been so fairly carried on for five years for the possession of this cup amongst the small yachts of the Bay.

At 2h. 15m. the other four went away with a fine fresh breeze; a dead beat out to the South Burford buoy. Virago took the lead, followed by Pet, Dove, and Magnet in the order of their names. At 2h. 34m. Virago tacked to port, wind E.b.N., and soon afterwards the others followed her example, Magnet going very slowly, holding no wind and dropping astern, it being very clear that, in her crew's anxiety to win and beat the Glide, they had altered her trim or rigging, and bedevilled her. Pet went splendidly and looked like passing all but Virago, when, presto, suddenly the wind was gone, and the boats rolling about in a dead calm close to the North Burford buoy, carried away to the southward by a strong tide. All efforts were vain even to get steerage way until nearly half-past ten o'clock, when a breeze sprung up, and the weary and hungry crews were uncommonly glad to make the best of their way to the harbour.

The race was then fixed to come off on the 17th, the third day of the Royal Irish Regatta, to start at half-past twelve o'clock, after the second-class match of that club. The owner of the Glide, with the same feeling as prevented his contesting the race on the first day, proposed to the Hon.

Secretary to sail his last year's boat, the Ripple, which was lying alongside of him, instead of the Glide, being more of a size with the other boats, and less certain of carrying off the cup; to which the Secretary on his own part and that of the Pet, assented, but for which he soon got hauled over the coals by the owners of some of the other boats. The Ripple went to the starting buoy, though informed of their dissent, and at 12h. 35m. exactly off they flew with a fine reaching breeze from the N.W., just as much as they could well stand with large topsails and big jibs. Off the wind Virago took the lead, Ripple next, Magnet and Pet close astern, Dove, who was to leeward, and a little late in taking up her starting buoy, last. At 12h. 40m. Pet ran up on Virago's weather quarter and passed Ripple, Magnet going ahead and to windward. All hauled up a good deal to keep clear of each other until about a mile and a half from the buoy, when they kept before it, and Pet took the opportunity of being nearly dead off to take in her balloon jib, but had hardly lowered it when the wind hauled up a good deal, and she lost a great deal of way from want of it, falling astern of all the boats. The buoy was reached by the Magnet about 12h. 52m., Ripple a little astern of her, and all tacked it for a short distance, and then were able, with the tide out of the bay, to weather the North Burford, which is one mile north of the South buoy. Pet overran herself and again lost ground, having to bear away, and the buoy was passed:—Magnet 1h. 35m. 10s.; Ripple, 1h. 36m. 15s.; Virago, 1h. 36m.; Dove, 1h. 38m. 10s.; Pet, 1h. 39m.

It was now nearly a dead beat of Seven miles to South Bar. Magnet held a good wind as soon as she got her large topsail down and a jib-headed one set, but heeled over much, and seemed pressed and not to go fast through the water, Ripple also dropping to leeward, which, when her crew found, she shifted her large jib for a smaller one, and the effect was most astonishing; she at once went fast to the front, and kept there all day. Virago went bodily to leeward, while the Pet, revelling in the breeze and lumpy sea, began to go to work in earnest. She went up on the Dove's weather, like a shot, and fast gained on the Magnet, though not having a small topsail which would sit, she was obliged to keep her 20-footer aloft when it would have been much better on deck. All made a long reach off on the starboard tack, and at 2h. 42m. Ripple tacked for South Bar, which she rounded at 2h. 44m.; Magnet, 2h. 47m.; Pet, 2h. 49m.; Dove, 2h. 54m.; Virago, 2h. 55m. 30s.

They then set their big jibs and gybed round the hauling buoy in the harbour, and off again round as before. The sight was most beautiful—bright sun, fresh breeze, and the three matches of the Royal Irish Yacht Club going on at the same time. The gybe was safely and well made by all, and the time past the East Pier-light, going out, was:—Ripple, 3h. 3m. 30s.; Magnet, 3h. 7m.; Pet, 3h. 8m. 56s.; Dove, 3h. 14m.; Virago, 3h. 17m. 10s.

The run out was quickly made, and as the breeze seemed likely to continue, glass falling and sky getting murky, Pet housed her topmast for beating home, the others shifting their topsails for smaller ones, except Dove,

which held on with her 20-foot, Virago here giving it up and returning to the harbour. The time at North Burford was :—Ripple, 3h. 50m.; Magnet, 3h. 53m. 15s.; Pet, 3h. 56m.; Dove, 4h. 3m.

All tacked round the buoy and stood across the bay, except Dove, which stood on right under Howth, hoping for a slant, and she got it with a vengeance, and also a great deal more wind than in the bay, where it fell quite light, and Pet had to get up her topmast and topsail again, as she quite stopped in the lumpy water and light breeze. When she met Dove again she only just squeezed across her bow, a great deal too close to be pleasant, as she was on the wrong tack, and the Dove, a much heavier boat, went at her like a ram; they did not touch, however, and the Dove made a long reach towards the harbour, and the Pet towards the river, a performance for which she was rewarded by finding the Dove on her next tack nearly a mile to windward of her, and her chance of beating her gone. Round the buoy they went :—Ripple, 5h. 9m.; Magnet, 5h. 13m. 15s.; Dove, 5h. 16m. 45s.; Pet, 5h. 20m.; a strong proof of how the Dove had gained in the beat on the whole of them, as she was 9m. 45s. astern of the Magnet at the North Burford, and only 3m. 30s. at the bar.

The breeze had now freshened again, and was very stiff in the harbour, and the sky looking dirty. The Ripple passed the flag-vessel at 5h. 28m., having done the whole distance, 24 miles, exclusive of two long beats, in four hours and fifty-three minutes, and proved herself the fastest boat, especially to windward, of the lot.

Editor's Locker.

SHIFTING BALLAST.

August 12th, 1863.

DEAR SIR :—As the principal regattas in St. George's Channel for the season of 1863 are now over, it appears a proper time to make a few observations on the working of the rule under which they were for the first time held—viz, that no bags of shot or other ballast for the purpose of shifting or trimming to windward should be *on board* any yacht while sailing for the prizes offered at them. I endeavoured as well as I could during the season to find out from yacht owners, their skippers and crews, and from the sailing committees, what their opinions were as to the expediency of the rule, and how far it had been fairly carried out; and as far as I can judge, the great preponderance of testimony was in its favour, and that on the whole, for a new rule, it had been quite strictly enough construed and enforced. Many persons, and some of them excellent judges of match sailing, doubted much whether any rule limiting the speed which can be got out of a boat in a race is a good one, and would prefer there being no check to the shifting or trimming of ballast; but all agree that if there be such a rule the best,

may only, way of preventing trimming is to forbid the means from being on board, and that this in a great measure was accomplished. Some committees of clubs, in their desire to fully carry out the rule, had introduced into their resolutions the words "suitable for" as well as "prepared for," and thereby created a bone of contention for themselves; as it was fairly argued that small handy pigs of lead, the shape into which many owners had converted their shot, were very *suitable* for, even though not *prepared* for, shifting, and two or three vessels were much objected to in consequence of having such on board; by a little judicious give-and-take management, however, this was got over, and doubtful cases were sealed down, or hands put on board to look after them. But this should not occur next season; the rule should be plainly and universally laid down that no ballast prepared for shifting should be on board, nor any whatever shifted; and there can be little difficulty in enforcing this principle if the various yacht clubs will pull together. The greatest stumbling-block to all improvements is this want of uniformity, which is strikingly illustrated by the fact that a leading club has, in the teeth of what was done by their brethren in the Channel, altered their own old standing rule against shifting ballast, as if on purpose to confuse the matter, and have advertised their open race to be sailed "without any restriction on hands, sails, or *ballast*;" thereby, of course, putting those yachts which have been sailing in the matches on the Thames, and at Queenstown, Liverpool, Clyde, Dublin, and Cork, without any shot bags, at a great disadvantage when they meet vessels which have been at home and are fully prepared with the whole apparatus for enabling them to carry spars and sails much larger than the shape of their hulls or the power of their class could enable them to do without trimmers. In conclusion, I would beg of all friends of yacht racing to put their shoulder to the wheel in their respective clubs, and either get a general and universal law passed which will do away with the carrying shot bags and such appurtenances for trimming to windward, and so effectually prevent its being done, or get all restrictions done away with. Let each man sail his yacht as he pleases, but do not let the former system go on—the honest man who valued rules, sailing his yacht in compliance with them, and then having the mortification of being beaten by others, in whose eyes he more than shrewdly suspected all rules were mere waste paper.

Yours, &c,

To the Editor of H.Y.M.

RED WITH WHITE MALTESE CROSS.

TO CORRESPONDENTS.

The following have been received "Rough and Smooth Water," "A New Purchase Block," "The Mosquito's Complaint," &c., which will appear in the next. The regattas hitherto occupying all our space.

Communications to the Editor to be addressed to 6, New Church St., N.W.

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HUNT'S YACHTING MAGAZINE.

OCTOBER, 1863.

ROYAL VICTORIA YACHT CLUB REGATTA.*

As we intimated in our last, the two matches sailed on the 13th of August, were not completed in time, therefore they were re-sailed on the following day (the 14th), but the course was confined to once round only. The vessels engaged on the previous occasion, with the exception of Moonbeam and Medea, again sailed. The wind was fresh from S.E.; and at 10h. 30m. both classes got away together—wind and tide in their favor. The Audax had her squaresail up before she was clear of Ryde roads, and was immediately followed by the Flying Cloud with a goosewing, the Vindex being the leewardmost vessel of the line, under the Flying Cloud's quarter. The Crusader led the second class past Osborne, with Emmet second, and Osprey third. Running thus down in a cluster, dead before the wind, the six vessels formed a very pretty marine picture. The weather was too thick to time them round the buoy of the Middle, the Vindex being apparently first round, with the Flying Cloud second, and Audax third. The Crusader led off the second class, with Emmet second, and Osprey third. By the time the buoy was rounded the wind had become nearly due south, enabling the competing vessels to lay nearly up for Ryde roads, after a couple of tacks under Castle Point. The Flying Cloud stood up for the Noman through the middle, but the remaining five hugged the island shore, the Vindex being to windward, and with a good lead of the five. As the

* Continued from page 424.

headmost vessel neared the quarantine ground the wind again slightly inclined out to S.S.E., and the then leewardmost vessels—Crusader and Emmet—tacked in for the shore under Osborne. At 15m. past twelve the Vindex passed through the yachts at anchor off Ryde pierhead, going along beautifully with canvas well set, but heeling over rather freely under her weight of canvas. The Flying Cloud at this time was off in the middle, and therefore to leeward, but leading the Vindex by about two cables' length, and keeping a straight course for Spithead.

The Audax held a position midway between the Vindex and Flying Cloud, but half a mile astern; Emmet and Crusader at the same time were standing in for the quarantine ground from under the island shore, and the Osprey was a long way astern of all. Soon afterwards Flying Cloud was compelled to tack, and stood in for Ryde pier, paying the inevitable penalty of her mid-channel course in beating up against wind and tide, and having the further mortification of seeing the Vindex, by her opposite course of tactics, take a long lead ahead of her, as she luffed along the edge of the Ryde sands. At 12h. 30m. the Flying Cloud went about again off Ryde pier, and commenced her now almost hopeless pursuit of Vindex. The Audax, when the Flying Cloud last tacked, was in the position the latter held, boring against the tide on the Star-bridge, and losing ground with her two rivals every foot she sailed. At 12h. 45m. Emmet and Crusader passed through Ryde anchorage nearly in line, the former a good two cables' length to windward.

At 12h. 50m. the Vindex weathered the buoy of the Noman and stood in towards Priory Bay. Wind south, and just sufficient to keep the smaller couple going at their best in smooth water; shortly after the Flying Cloud rounded, followed in five minutes by Audax. Emmet and Crusader weathered it some 20m. later.

Off Bembridge ledge the yachts met with a nasty rumble of a sea, and had a long beat up through it to weather the Nab, after reaching out of Priory Bay. The Vindex opened Nettlestone on her return about 1h. 58m., and about 2h. 20m. the Audax and Flying Cloud came to view in the same direction. The Crusader and Emmet had an excellent race together, and they all finished off as follows:—

	h. m. s. }				h. m. s. |				h. m. s.				
Vindex.....	3	33	5	{	Flying Cloud...	4	25	0	|	Emmet.....	5	3	17
Audax.....	4	6	59	{	Crusader	4	49	0	|				

The Vindex and Crusader were the winners.

During these matches in obedience with signal from the Commodore, each yacht in the roadstead belonging to the club dressed out instantaneously with a profusion of coloured bunting, and, as a large number

were at anchor, they produced a very striking and beautiful effect. Boat-racing with the different boats of the yachts followed, liberal prizes being given to the winners. The band of Her Majesty's 55th Regiment played a selection of music on the pier-head during the day, and all parts of the pier were thronged, as on the previous days' racing. The whole was concluded with a grand ball.

Fifth Day, August 17th.—The Commodore (C. Thellusson, Esq.) presented a prize, value £100, for a match from Ryde to Cherbourg; open to all yachts, irrespective of rig, or tonnage, belonging to the club, subject only to the following regulations.

All yachts of or above 100 tons to carry their usual three boats—cutter, gig and dingy. All yachts from 50 to 100 tons to carry two boats—gig and cutter. All yachts from 20 to 50 tons to carry thier usual cutter. These boats may be shifted or towed by the yachts in the usual way. No extra hands to be allowed, except a pilot; cook and steward to be considered part of the crew. No restrictions as to canvas; no means of propulsion allowed except canvas. Yachts to start underweigh, and to sail in their usual sea-going trim. With these exceptions the usual rules of the R.V.Y.C. were to be strictly adhered to. To take stations according to tonnage, the smallest inside.

The following yachts entered :—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
695	Miranda	yawl	93	E. Liebert, Esq.	White
415	Galatea	schooner	143	T. Broadwood, Esq.	Hansen
935	Siren	cutter	49	T. Groves, Esq.	Harvey
154	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
637	Maria	schooner	83	Charles Birch, Esq.	Moore
130	Gleam	schooner	140	John Richardson, Esq.	Ratsey
1305	Wizard	cutter	95	Sir Gilbert East, Bart.	Camper
541	Julia	yawl	122	G. Fielder, Esq.	Ratsey
1047	Terpsichore	cutter	40	Capt. Tatnall	Wanhill
685	Minnie	cutter	35	A. Callaway, Esq.	
	Lurline	cutter	42	R. G. Wilberforce, Esq.	
501	Hesperius	cutter	50	N. Montefiore, Esq.	Robinson
193	Crusader	cutter	30	Lieut. J. Sladen	Fife
370	Fernande	schooner	127	Stuart Lane, Esq.	Camper
924	Shark	schooner	175	S. R. Block, Esq.	Wanhill
638	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
31	Amazon	cutter	43	H. F. Smith, Esq.	Harvey
1696	Vigilant	cutter	40	Rev. J. V. Tipping	Wanhill
13	Albatross	schooner	104	T. Brassey, Esq.	Canada Works
58	Andax	cutter	63	J. H. Johnson, Esq.	Harvey

Although so many entered it was not expected they would all cross over to Cherbourg, especially as on the morning of the start there was

every indication of more wind than would be agreeable to some. At 8 a.m. the preparatory gun was fired, and the yachts instantly hoisted their canvas, and proceeded to their allotted stations, the schooners to the northward, and the cutters next the pier, orders had been previously sent to all yachts not in the race to keep to leeward of those in the match. There was a splendid breeze from W.N.W., so much so that small topsails were set, and Crusader was under; a trysail; at 8h. 45s. the Aline, with the broad pendant of the Commodore at the main, and a white ensign at the fore (indicating that the course was to the eastward), slipped her moorings and reached across on the port tack to Stokes Bay, to mark the line and start the fleet, according to the regulation as previously laid down; "To start underweigh in a line with the Baptist church-spire, on the west of Sivier's-hotel, in a line with the pier at Stokes Bay; yachts in front of the line will be disqualified.

All the competing yachts, except Amazon, immediately followed in Aline's wake, took up their positions with much regularity, and laid-to. With the same commendable punctuality which has characterised all the proceedings at this regatta, the Commodore fired the starting gun at 9h. 0m. and the fleetness of his splendid yacht enabled him to lead the way to the Nab, though under easy sailing canvas; at 9h. 10m. all were well underway, with the whole of their canvas set. The American schooner Gipsy also accompanied the fleet, having on board "*Bell's Own Correspondent*," who was thus enabled to give a very good account of the match, which we have partly adopted.

Shortly after the start forty-two yachts were counted in company, besides a couple of steamers freighted with passengers to accompany the fleet as far as the Nab.

At 9h. 34m. the racers were off the Noman, the Aline leading the whole; then came the Galatea, Marina, and Shark, which had gradually drawn out from the ruck. Then nearly abreast of each other the Audax, Maria, Siren, Gleam, Wizard, Christabel, and Fernande; the remainder bringing up the rear. At 9h. 45m. they severally opened the Brading water, the breeze began to freshen, and the clouds wore a hardy appearance from the W.N.W., whilst over the land there was something more looming in the distance: as the yachts approached the Nab, the Gipsy doused her main-staysail and was walking away to leeward, and outside of the fleet, which were steering between the Nab and the island; 9h. 55m. the light vessel bore east by compass. Off Bembridge ledge the Galatea shifted her maintopsail and set a smaller one: cloudy, squally weather, Shark now began to overhaul the Marina. The powerful Aline, with the Commodore's broad pendant, showed her

weatherly qualities, and led the lot, apparently hurrying on to make the best of her way to Cherbourg to time the arrival of the respective vessels. 10h. 25m. Ventnor on with Dunnose, bore W.b.S., from whence the departure was taken for the west end of the Breakwater at Cherbourg. Course, S.W. by S.; distance 66 miles, due allowance having been made for the strong flood which made to the eastward until one p.m.

At 10h. 30m. strong breeze from W.b.N., Dunnose bearing W. $\frac{1}{2}$ S. The whole fleet close hauled. At 11 a.m., Galatea carried away her foregaff-topseal yard. Wind still freshening, Gipsy doused her topsails; Galatea ahead of those in the race, the Aline proceeding on by herself well to windward, and that position she maintained to the end. The number of yachts in company now began to diminish; several of them apparently adopted the wiser course, and bore up for shelter. Some ran for Shanklin Bay. Galatea continued her lead in the match, Gipsy following, Shark on Gipsy's weather quarter, and the Marina a short distance in her wake, but to windward; the breeze still freshening, and there was now a hard wind blowing with very strong puffs at times, the whole of the yachts labouring heavily, and rolling in the channel swell. 11h. 30m. the Shark took in her foretopsail; at 12h 20m. Gipsy hauled down the flying jib. The ebb had now commenced, and there was a frightfully troubled sea on the weather tide. Galatea hauled down her maintopsail and housed her topmasts. It now blew a fresh gale from W.b.N., with a tremendous sea running,

At 1h. 25m. the Gipsy carried away the jib tack which appeared to have been made fast with a "slipper hitch," and from the pressure of canvas on her the jib sheet bolt drew from the deck; the sail flapped about considerably before it could be secured, and the clew of the bonnet was split. Eventually they hauled down the jib and secured it; while this operation was going on, the port cleat of the deck, to which the fore sheet was belayed, gave way, and the lug got adrift, flapping about, and the sheet blocks threatening destruction to all who approached; the vessel was luffed to the wind, the sail hauled down and temporarily secured while the damage was being repaired. After a lapse of nearly three-quarters of an hour the bonnet was taken off the jib (or forestaysail), and the sail again hoisted, and the weather sheet hauled in. A reef was now taken in the fore lug, the sail again hoisted and set, and at 2h. 40m. after one hour and a quarter's detention, she filled away and was again on her course. The sea continued to increase, and broke in all directions, and the yacht shipped a great deal of water forward. There were now three schooners, one yawl, and three cutters in company, but their signal flags could not be made out.

At 3h. 23m. the Gleam was observed to have carried away the jaws of her main-gaff, the sail was lowered, and after a little trim was set again, but this was only for a short time, and another mishap occurred, the sail was lowered, and about half an hour after she set her main-try-sail. The Julia was observed to carry away the clew of her mainsail. There were now eight yachts in sight, and all more or less appeared to have suffered some mishap. Shark hauled down her jib, and it was afterwards ascertained she had carried away her weather whisker. Audax carried away her bowsprit shroud, and started her weather channel. Christabel burst her foresail. At five p.m. the French coast was observed through the haze, and shortly afterwards Barfleur Light-house was descried on the lee bow. The sea seemed to get up more and more as we approached the land, owing to the strong weather tide. All vessels in company labouring and plunging heavily. Galatea hull down, and with every appearance of being the first yacht in. Shark on the weather bow of the Gipsy, distant about three miles, and the Marina on her weather quarter. Three cutters in company about six miles to windward of the Gleam, which were subsequently made out to be the Christabel, Siren, and Audax ; also the Julia (yaw). At 6h. 20m. the Gipsy rounded the fort on the west end of the Breakwater, and at 6h. 35m. came to anchor in the inner roadstead off the town of Cherbourg. The following is the official time of their respective arrivals. Commodore Thellusson arrived in the Aline at 4h. 48m. 45s. She was not in the race.

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Galatea	5	21	25	Albatross.....	6	18	0	Syren	6	31	15
Shark.....	5	35	0	Eagle*	6	19	0	Audax	6	37	0
Marina	5	51	0	Gipsy*	6	22	0	Fernande	6	42	0
Christabel.....	6	9	30	Gleam	6	23	0	Mirande	6	44	0
Julia	6	11	0								

The rest were not timed. The Maria (schooner) got in at 8h. 45m. p.m. Thus terminated one of the most exciting matches ever remembered. On the following morning's tide most of the yachts proceeded into the inner basin to repair damages, where they were safely moored. We understand that the Fernande carried away her peak halliards in coming across, and the Agenoria, a Portsmouth pilot boat, freighted with a goodly company, after getting about twenty miles off the land, together with several yachts, was compelled to bear up and run for shelter.

We subjoin another account from the log of the Galatea :—

" At 8h. 45m. slipped moorings and proceeded to take station next but one to the northward. The Shark followed and took a wrong position, so as to

* Not in the race.

cover up the Galatea, to the southward of her, and, as on former occasions, made matters as disagreeable as possible by acting contrary to rules and in an unseamanlike manner. At 9h. 0m. wore round and set foretopsail; passed ahead of Shark, who did all he could to smother us up, but failed; passed the Noman first, and kept the lead from there to Cherbourg. From the Noman until we opened St. Catherine's the order was, Galatea first, Marina second, and Shark close up to her, both steering nearer to the land than the Galatea; the Gipsy close under Galatea's lee (where she had placed herself before passing the Noman to avoid bothering that vessel, for which politeness I am much obliged to Mr. Morse). The wind now freshened and the sea began to be felt as the land opened. At 10h. 10m. a.m. Galatea, who was under whole sails and jib-headed main-topsail and square fore-topsail, carried away the fore-topsail yard; so she having taken in fore-topsail herself I followed the advice of 'the lady on the broom' and housed the fore-topmast. The Shark now took the lead; Marina steering a more westerly course was a long way to windward. It was now evidently a close-hauled business, with a heavy head sea and wind enough for two-reefed sails in the squalls, had it not been racing. At 12h. 18m. took in main-gaff-topsail and housed topmast, and made all snug for a regular dusting. By this time the Shark had come to grief, and at 12h. 50m. second reefed her foresail, and at 1h. 15m. was observed without her gaff-topsail; the Marina a long way to windward, all the rest far astern. At 12h. 48m. the Julia, who had sketched contrary to express rules, carried away her peak or main-halyards and was out of the race, had she ever been in it, which I believe she never was, as she was to the eastward of the line at starting as far as I could see from my position. At 1h. 10m. the American Gipsy, with whom I had a bet of a hat, having fallen some two or three miles into the Galatea's wake, carried away his fore-staysail tack and fore-peak-halyards and gave up the contest. She was as upright as a church, and only threw the water up with her lee bow into her staysail foot occasionally. The 'pugnacious nation' over the great water must, however, send another before having a chance to beat either the Alarm or the Aline in a breeze, or the private opinion of 'the witch on the broom.' Business now began in real earnest: trimmed all the sail afresh, had a few inches more of the mainsheet on board, and laid up as well as the Shark, now to windward, and finally crossed his bow, although he was two miles to windward at one time. At about 3h. 50m. made out Cape Barfleur under our lee, and found out I had hit the spot to a nicety, *i.e.*, allowed exactly for the strong westerly spring tide, which ran from noon and caused as nasty a sea as could be wished for to try gear and vessel. A heavy squall shut in the land as soon as made, but away went 'the dancing girl;' when she could not go over the sea just going clean through it, with her long fine bow throwing off the water on either side with a slow, long, pinching motion. At 5h. 15m. eased off the sheets a few inches, and bore up for Cherbourg west breakwater fort, which was passed at 5h. 21m. 25s. p.m., Shark arriving about 5h. 35m., and Marina at 5h. 51m. So

great was the pace, however, that both these vessels were with the sea, "buck" down, as we passed into the harbour. Brought up under the Commodore's lee, who was instantly on board, and gave us a hearty English shake of the hand and congratulation on winning his handsome prize. The Aline arrived at 4h. 48m. 45s. The way she sailed astounded me, and if I am not mistaken she would have proved too much for the far-famed Alarm to-day."

The Galatea was the winner of the Commodore's cup, and none begrudge him the honor, for a more generous yachtsman does not belong to the Pleasure Navy.

If we studied our own feelings an account of the "Doings at Cherbourg" would be here inserted, but our regatta proceedings will not allow of the hospitable treatment our countrymen met with to be enlarged on, suffice it to say all parties were highly gratified, the entertainers and the entertained.

According to the original arrangements, it was intended that the fleet of yachts should return on Wednesday the 19th, but from the above fraternization it was Thursday before they could leave. George Hobson, Esq., owner of the Leda schooner, offered two prizes of £50 each for a race back to Cowes, one open to all yachts above 55 tons, for which Miranda, Aline, Fernande, Marina, Galatea and Julia entered; after a spanking race in a strong N.N.W., wind the Aline was the first to arrive, followed in about an hour after by Julia.

For the other prize the Osprey yawl, Siren, Christabel, and Vigilant started on Friday 21st, when the Christabel won, arriving 17m. 45s. ahead of Siren:

Ocean Race, Thursday August 24th.—The success which attended the Ocean match from Ryde to Plymouth last year, has induced its founder, Thomas Broadwood, Esq., to give two prizes on this occasion to all yachts belonging to the Club; the first vessel of any rig inside the west end of the Plymouth breakwater to receive a piece of plate, value £60, the second yacht of any other rig next inside to receive a piece of plate, value £40. A third prize of £50 sterling was given jointly by the Commodore and Mr. Broadwood for the third vessel inside for the Broadwood Cup and Plate; and it originated in the following manner:—Mr. Broadwood's Galatea having "walked over the course" for the £50 prize for schooners in the regatta, and the Commodore's Aline having won one of Mr. Hobson's £50 prizes in the return from Cherbourg in a similar way; those gentlemen gave £25 to each of their crews, and gave the other £25 each to form the third prize. The winner of the second prize had the option of taking plate or money. For which contest there was the following large and capital entry:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
759	Osprey	yawl	35	Lord Burghley	Henderson
28	Aline	schooner	216	C. Thellusson, Esq.	Camper
638	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
31	Amazon	cutter	46	H. F. Smith, Esq.	Harvey
167	Clio	cutter	43	Capt. Ferrand	Inman
154	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
1047	Terpsichore	cutter	40	Capt. Tattnall	Wanhill
130	Gleam	cutter	140	John Richardson, Esq.	Ratsey
58	Audax	cutter	62	J. H. Johnson, Esq.	Harvey
935	Siren	cutter	48	T. Groves, Esq.	Harvey
695	Miranda	yawl	93	E. Liebert, Esq.	White
541	Julia	yawl	122	G. Fielder, Esq.	Ratsey

The conditions of this race were that all the yachts entered "*should be in sea-going trim*"; and the owner of Marina entered a protest against the Audax on the ground that she was not fitted up as a yacht, therefore upon an investigation taking place such was found to be the fact, and she was disqualified accordingly.

From the Club House battery belched forth an order at 8 a.m. for the competing vessels to take stations, which was arranged thus—the lesser tonnage to take No. 1, and so on progressively to the highest. No allowance was made for difference of tonnage; at 9 a.m. the second gun gave the signal to get underway to the westward, the wind W.N.W. a good breeze; all were under plain sails with jib-headed topsails; schooners setting main-topsails only. Julia kept away free for Southampton water, leading on her lee the Aline, Miranda, and Gleam; whilst on the weather of these four were the Clio, Amazon, Christabel, and Marina. The Christabel ultimately drew ahead, and luffed to windward of the other two. The Siren, Terpsichore, and Osprey made a series of tacks over the Quarantine Ground, thus shunning a deal of the tide and not reaching so far to leeward; at 9h. 40m. the Christabel went about and stood in for Old Castle Point, weathering the Amazon and Clio; the Marina forereached these two to leeward, when she tacked, at 9h. 42m., and bore down in the wake of Christabel. The Julia and Aline went about under Old Castle Point and Osborne. Julia having made short tacks between the Brambles and Cowes, stood in for the latter place, the Aline, at the same time, stood in for Egypt, weathering all cutters in the race, the Marina till then being the leading vessel; at 10h. 14m. Aline weathered Julia and tacked to the northward, and continued her lead throughout the race. Shortly after the Marina took second place, Julia following under the

Ile of Wight shore, the *Terpsichore* being the fourth vessel, *Amazon* fifth; at 11h. 30m. *Christabel* weathered *Marina*, and took second place, *Terpsichore* weathered *Amazon*, *Christabel* being the leading cutter, but under *Aline's* lee.

At noon the tide ran in strong through the *Needles'* passage, and tack after tack was made from that hour by all vessels in the race from *Yarmouth* to *Hurst Castle*, all working up in the back water in *Hurst Roads* before they opened the passage in order to cheat the *Needles'* tide. The *Christabel* unfortunately ran on to the *Pennington Spit*, with canvas all drawing, and immediately afterwards slewed her head round with the tide, and remained a fixture, letting go her sheets and lowering her mainsail. In *Hurst Roads* *Amazon* weathered *Marina*, and the latter weathered *Clio*; at 1h. 17m. *Aline* was well abreast of *Hurst Castle*, followed by *Terpsichore* (now the leading cutter), *Siren*, *Marina*, and *Clio*: about this time the *Julia* went about to the eastward of *Yarmouth*, the *Marina* was in line with *Eagle Hurst*, *Gleam* to leeward of the *Miranda*, and *Osprey* off *Hampstead Ledge*; *Clio* shortly after struck her racing flag; at 2h. 13m. the *Aline* tacked to the southward off *Christ Church Ledge*, and the *Terpsichore* also tacked ahead of *Siren*, but to the leeward; *Marina* astern, but to windward, of *Siren*; at 2h. 39m. *Aline* tacked to the westward, the wind veering to south-west, and the *Julia* and *Marina* managed to weather *Hurst Castle*, and lay up the *North Passage*; at 3h. 10m. the *Christabel* was still ashore, but she subsequently got off and renewed the race, although a stern one; all the others weathered the *Christ Church Ledge*, except *Terpsichore*, who tacked; at 4h. 14m. off *Old Harry* the *Aline* still leading followed by *Terpsichore*, *Marina*, and *Siren* fourth; the *Aline* and two leading cutters tacked to the west, *Marina* tacked off, and *Julia* shifted her mizen, keeping her reach to the south; at 4h. 45m. *Aline* tacked out of *Swanage Bay*; about this time the *Gleam* and *Osprey* were to leeward, under the *Bournemouth Cliffs*, apparently reaching to the southward, and were speedily lost sight of. The *Aline* soon afterwards opened *Duddleston Head*; at 5h. 55m. the *Aline* was off *St. Alban's Head*, and at 6h. 25m. the *Marina* was the leading cutter; at 7h. 50m. the *Aline* was off *Portland Breakwater*, the *Marina* leading, and the remainder of the cutters standing in to the shore. At 9 p.m. the *Portland lights* were $1\frac{3}{4}$ mile east. The *Aline* made a tack then, and stood into *Exmouth*, on that course the wind being N.W. $\frac{1}{2}$ W.; at 11h. 30m. she was lying N.W.b.W. $\frac{1}{2}$ W., the wind having veered a little.

Thursday.—At 1 a.m. *Aline* tacked and proceeded S.b.W. $\frac{1}{2}$ W. and at 2h. tacked again and stood in W.b.N.; at 2h. 45m. made another

tack and stood for S. $\frac{1}{2}$ W. ; at 3h. 20m. she again altered her course to W.b.N. $\frac{1}{2}$ W. ; at 4h. 30m. her course was shaped N.W.b.W. and after another tack she came abreast of Torquay, between *Bob's Nose and Berry Head ; at 6h. 30m. she was off Dartmouth, when she experienced a very heavy squall with rain ; at 7h. 45m. she was close into the Start ; at 8h. 17m. off Prawl Head, and reaching Plymouth Breakwater, with the three leading cutters thus :—

	h.	m.	s.		h.	m.	s.
Aline	9	55	5	Marina	12	15	0
Julia	11	2	30	Siren	2	10	0

The weather was very rough on the passage down, and it is a remarkable fact that the Aline did not shift any of her sails during the passage, whilst the others were compelled to do so.

The Julia was the winner of the £50 prize, and the Marina the Broadwood Cup.

ROYAL WESTERN YACHT CLUB AND THE PORT OF PLYMOUTH REGATTA.

THIS combined affair came off on Wednesday and Thursday, August 26th and 27th, under a joint Committee of Members of the Club and gentlemen belonging to the town. The morning of the first day broke gloomily, and soon after daybreak smart showers fell, and continued for an hour or two, when it ceased, showing some signs of a clearance ; after a short duration, however, the rain again descended, not in torrents, for that term would not express what we wish to convey ; it came down in sheets, and at eleven o'clock a thick haze overhung the Sound, the rain coming down with increased violence. A stiff breeze from south-east by south did not at all add to the comfort of those individuals who were unfortunate enough to be afloat, and the handful of spectators on the Hoe had enough to do to maintain their ground. In addition to the rain and strong wind that prevailed, a very high sea was running outside the Breakwater, which rendered it somewhat dangerous for the smaller craft to venture out. This, then, was the state of things when the Committee assembled on board the committee-boat, and they debated on the best course to be adopted under the circumstances, and would have postponed the regatta until the following Thursday and Friday, had it not been for the fear of clashing with the Dartmouth Regatta, which was fixed for Friday, thus showing a forcible illustration of the great inconvenience caused by the regatta meetings in the west being so

close one upon the other. The Plymouth Regatta was first fixed, and when the days had been advertised the Torquay, Teignmouth, Royal Cornwall, and Dartmouth Regattas were announced, and in the three latter instances not a day was allowed to intervene between the respective meetings, so that in the event of contrary winds or rough weather the boats would be prevented attending every meeting. Had the gentlemen on whom the arrangement of these amusements in Torquay, Teignmouth, Dartmouth, and Falmouth studied the convenience of yachtsmen a little more, it would have added materially to the success of each meeting. If the Plymouth Regatta had been allowed to take place first, for instance, and the Royal Cornwall, at Falmouth, second, with perhaps a day intervening, the Committees at the other three ports, Dartmouth, Torquay, and Teignmouth, could have so arranged their meetings as to catch the boats on their return from the more western ports. If such an understanding as this could be arrived at, it would add, not only to the convenience of yachtsmen, but would also ensure the success of the coast regattas.

The first prize on the programme was £60, being £50 for the first vessel and £10 for second, given by the R. W. Y. C., to be sailed for by cutters above 20 tons, o.m. The Committee determined to postpone this race until the following day.

A prize of £15, for hookers and drift boats of any rig, with or without gear, given by the town; first prize £8, second £4, third £2, fourth £1; six to start, or no race; no entrance fees.—Robert and Susan, P. May; Little Charley, J. Easton; Sophia and Mary, H. Rowe; Pixie, T. Cload; Augusta, W. Johns; Huntress, J. King; Annie, J. S. Paddon; Neptune, Thorning; Mary Jane, T. Smith.

The starting gun was fired at 11h. 51m. 25s., the course being from the buoys in front of the committee-vessel, through the western channel of the Breakwater, round a mark vessel off Penlee Point, thence to another markboat off the Mew Stone, returning through the eastern channel of the Breakwater, rounding the Cobbler buoy, and round the committee vessel; twice round. There was little difference in the start, but before the western channel was reached Mary Jane, Little Charley, Huntress, and Augusta were in a cluster making for the markboat off Penlee, the Robert and Susan carried away her mast, and the Neptune carried away her foretie just before reaching the markboat. After two well contested rounds Little Charley came in 50s. ahead of the Mary Jane, the second boat, Augusta third, Sophia and Mary fourth.

The next match was by watermen's boats for a prize of £5, which was divided between three.

Several other matches were postponed until the following day, in consequence of the disagreeable state of the weather.

Second Day.—The morning broke very favourably, and, with the exception of a smart shower just before eight o'clock, the weather remained fine. The Hoe presented quite a contrast with the previous day, for its green slopes were covered with spectators, and the scene afloat was far more cheerful. The water was studded with numerous yachts and smaller boats, whose white sails flitting about in the sun's rays presented a charming appearance. Early in the morning there was a good breeze from the south, but by the time the first yachts' race commenced it had completely died away, and instead of a good race it was something like a "drifting" match. At a subsequent part of the day the wind shifted to the south-west, and from that time a splendid breeze prevailed.

The first race to-day was for a prize of £60, being £50 for the first vessel, and £10 for the second, given by the R.W.Y.C., to be sailed for by cutters above 20 tons, o.m., belonging to any R.Y.C.; time, half a minute up to 50 tons, and a quarter of a minute above; entrance £2. 2s.; four to start or no race.

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1049	Thought	cutter	27	J. Jones, jun., Esq.	Hatcher
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.

The starting gun was fired at 10h. a.m., the course being through the western channel of the Breakwater, round a mark vessel moored off Penlee Point, thence to another mark vessel off the Mew Stone, leaving both on the port hand, returning through the eastern channel of the Breakwater, rounding the buoy of the Cobbler, which is to be left on the port hand, then round the committee vessel, which is also to be left on the port hand; three times round. On the signal being given to start, the Thought, being the weathermost, was the first on her legs, and until she ran clear of the others very little way was made by them. Thought gradually increased her lead, and when off Bovisand made a tack for the western end, and catching a spanking breeze about this time, she shot ahead in fine style, distancing her other competitors, one of whom (the Vindex) lay almost becalmed under the lee of the eastern shore. The Phryne followed Thought, and a pretty fair race ensued between the two in running out through the Western Channel. Here

Phryne must have been well managed, for when she again hove in sight she appeared to have the lead of Thought. A good race ensued while running in through the Eastern Channel, the two keeping pretty well together. On rounding the Cobbler buoy Thought had a very slight lead, and both shot past the committee boat in capital style, the Phryne being only 28s. behind the Thought; the Vindex was 7m. 3s. behind the Phryne, and it was evident that the race now lay between Thought and Phryne. In the second round Phryne had headed the Thought, being 7m. 28s. in advance of her, having gained just 7m. in the second round. The Vindex was 8m. 15s. behind the Thought in the second round. In coming round the vessel the last time the Phryne had increased her lead to 19m. 27s., thus being a winner by 5m. 12s., she having to allow the Thought 14m. 15s. for difference of tonnage. The following is the time in the three rounds:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Phryne	1	11	54	3	38	2	5	56	48
Thought	1	11	26	3	45	30	6	16	15
Vindex	1	18	57	3	53	45			

Thus another laurel was added to Mr. Seddon's list.

A prize of £80, given by the town, being £60 for the first vessel, and £20 for the second; for schooners above 30 tons belonging to a member of a Royal Yacht Club, and carrying the Admiralty warrant; time, half a minute per ton up to 50 tons, a quarter of a minute per ton from 50 to 100 tons, and one-eighth of a minute from 100 to 150 tons; entrance £2. 2s.; four to start or no race; same course; three times.

Numbered as in Hunt's Universal Yacht List 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
638	Madcap	schooner	71	J. S. A. Dunbar, Esq.	Wanhill
514	Intrepid	schooner	75	Count F. Du Monceau	Ratsey
28	Aline	schooner	216	C. Thellusson, Esq.	Camper
17	Albertine	schooner	156	Lord Londesborough	Inman

The signal gun fired at 11h. 11m. 25s., and Intrepid, being weather-moat, was the first to get on her legs, followed by Madcap and Albertine. There was some delay in starting the Aline, but when once off she went along at a rattling pace, cutting a noble figure, being an object of admiration to every one. Aline soon pulled up with the others, and in making a tack for the western end of the Breakwater she took the lead splendidly, leaving the others some distance behind her. The Aline was the first to heave in sight again, the Albertine and Madcap following her up. In the first round Aline was 3m. 52s. ahead of the Alber-

tine, who had carried away her jib-boom. After passing the committee vessel it was observed that the Albertine was fast pulling up, which was accounted for by the Aline keeping too much to the eastward, it being flood tide at the time. It was expected that the Albertine would have headed her, but in running out in the Western Channel the Aline maintained first position, Albertine following her closely up. In the second round the Aline had increased her lead to 10m. 35s., and at the third round she was 25m. 59s. in advance of the Albertine. The Albertine, although second, had to give way to Madcap, having to allow her time, and the latter received the second prize. The rounds were timed in this manner:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Aline	2	1	40	4	28	5	6	52	10
Albertine	2	4	32	4	38	40	7	18	9
Madcap	2	8	28	4	47	0	7	19	54
Intrepid	2	9	39	4	49	30	7	25	29

The Piece of Plate, value £25, offered by the steamboat companies, and the £10 Cup, presented by Mr. Pearse, of the Royal Hotel, were run for in one race.

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name	Rig	Tons	Owners	Builders
628	Lurline	cutter	11	F. C. Clarke, Esq.	Owner
402	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
1083	Vampire.....	cutter	18	Capt. Commerell	Hatcher
	Ida	cutter	10	R. Hocking, Esq.	

The start took place at 12h. 0m. 3s., and a prettier sight could hardly be witnessed. The little boats were weighed simultaneously, and were beautifully handled. Folly had the windermost berth, and gradually went ahead, but the Vampire subsequently went ahead of her and kept the position throughout the race. Folly, Lurline, and Ida each kept their positions in the order named throughout the race. Time—

	FIRST ROUND.			SECOND ROUND.		
	h.	m.	s.	h.	m.	s.
Vampire.....	2	55	35	5	37	38
Folly	3	1	48	5	50	51
Lurline	3	12	29	6	13	30
Ida	3	16	48	6	13	54

It was decided that the Vampire should take the prize of £25, and the Lurline should receive Mr. Pearse's Cup.

Several matches took place by trawlers, pleasure boats, rowing boats, &c.

YARMOUTH ROADS REGATTA.

FINE weather for yachtsmen could not have been desired than that with which Yarmouth Regatta was favoured on Tuesday, July 28th, and the sport was correspondingly successful. The day was gloriously fine, the heat of the sun being tempered with a smart breeze from the S.S.E., which, though a leading wind one part of the course, gave opportunity for that display of skill in tacking which nautical men love to exhibit their seamanship and the capabilities of their craft. The fineness of the weather attracted an immense number of spectators. The early trains from Norwich and various parts of Suffolk and Cambridge, were heavily freighted, and at about two o'clock the beach exhibited a most animated spectacle. The space between the Wellington Pier and Jetty was filled from the water's edge, nearly half way to the Drive in some places, with thousands of spectators; the Jetty was densely crowded, and never perhaps did the Wellington Pier exhibit a more numerous and more gaily dressed company. Upwards of £35 was received at the gate during the day, representing nearly 1,600 ticket takers, including children. North and south of these two piers there was also a thick sprinkling of sight-seers. Everything bore the appearance of a general gala day. The Wellington Pier was tastefully set off with flags, as were also various buildings along the Marine Drive, the Sailors' Home, as usual, being conspicuous for the profusion of its display. On the pier were stationed the bands of the Norfolk Artillery Militia and Yarmouth Artillery Volunteers, whose excellent music added to the general enjoyment.

Scores of beach boats, gigs, yawls, and punts, were dashing about, laden with country cousins, many of whom, before their return, had special reason to rue their acquaintance with the unstable element, beautiful and picturesque as it appeared from the shore. There was a goodly number of yachts, though not so many as previous occasions have witnessed. Conspicuous amongst them were the *Volante* and *Christabel*, which though disappointed in not obtaining a sufficient number of competitors to make up the match for which they had come down, were profusely decked with the gayest of bunting. Another fine yacht was a schooner, the name of which we did not ascertain, while half a score of smaller ones, which took no part in the regatta, were scudding to and fro under their snowy and well-filled canvas. The roads were more than usually clear of merchant vessels, the southerly wind having enabled coasters, which had brought up, to get away.

The Wellington Pier was the *point d'appui* of the day, and although

not so well adapted in any respect for the purpose as the Britannia, the Committee, it seems, are obliged, in the way of business, to give a turn now and then, both for the sake of the directors and the hotel-keepers in the neighbourhood. For a few years past the "turn" has been dispensed with, but this year, the parties aforesaid having discovered that the trouble which they deprecated was attended by certain fiscal disadvantages which they deprecated still more, they repented them of their folly, and by a joint pressure exercised on the committee, succeeded in repairing their error at the last moment. The regatta was announced to commence at noon, and as various delays will interpose, which appear to be almost inseparable from sailing matches, the fact of its not beginning less than three-quarters of an hour afterwards may be taken rather as an instance of punctuality than otherwise. The course was pretty much the same as that on previous years, namely a double triangle, based in a line with the beach, and extending from opposite the Nelson Monument to opposite the North Battery, or about six miles round.

The first prize, £50, on the programme was to have been contested by cutter-rigged yachts, above 30 and under 60 tons register; but as the condition of "four to start or no match" was not complied with, only two, the Volante and Christabel, having entered, the match was struck out.

The ball was therefore opened by the yawls, of not less than 45 feet in length, the prizes being £15 to the first, £10 to the second, and £5 to the third. Time, quarter of a minute a foot. Three to start or no match. This last condition was perfectly unnecessary, no fewer than seven boats taking up their moorings, namely:—Star of the East, Gipsy Queen, Queen Victoria, Glance, Eclipse, Lady Hume, Red Jacket.

The gun fired at 12h. 42m. 30s. and a capital start was effected, the Star of the East first clearing herself of the lot, followed closely by the others except Red Jacket, which waited till her competitors were off before she got sails up. We can only say of this match, except that the Gipsy Queen soon forged ahead and maintained her lead throughout, that several of the boats were so much alike and the "distinguishing" numbers so difficult to be seen, that it was almost impossible to discriminate one yawl from another at any distance. It would save no little trouble, and would add to the interest of the public, if they could devise some better means than those at present employed of distinguishing the boats. The course was three times round; the Gipsy Queen being announced the winner. A protest was entered against her by the Glance, on the ground that she had fouled one of the buoys in rounding,

but as it gave her no advantage we believe it was not entertained by the Committee.

The next prize was for a purse of £40, to be competed for by local river yachts of any rig; divided into classes—first class to receive £25 for first boat; second class £15 for first boat. Time race, quarter of a minute per ton. The following entered:—

Names of Yachts	Rig	Tons	Owners	Port
FIRST CLASS.				
Wanderer	cutter	14	R. J. H. Harvey, Esq.	Norwich
Red Rover	cutter	14	S. Nightingale, Esq.	Yarmouth
Alabama.....	cutter	14	E. S. Trafford, Esq.	Wroxham
Violet.....	schooner	14	Capt. Bennett	Rougham
Little Yankee	schooner	12	Capt. Cholmondeley	Cantley
SECOND CLASS.				
Belvidere	cutter	9	W. Clabburn, Esq.	Yarmouth
Vindex	cutter	9	J. Tomlinson, jun. Esq.	Norwich
Reform .....	.	8	J. Dyball, Esq.	Yarmouth

At the firing of the gun, at 1h. 22m. 30s., a beautiful start was effected, the Reform leading, but was almost immediately overhauled by the Alabama, followed by the Red Rover and the Vindex, the others close up. Before arriving at the first buoy to the north the Red Rover and the Little Yankee had forged ahead, and the buoy was rounded as follows:—Red Rover with a clear lead, Little Yankee second, Alabama third, Wanderer fourth, Vindex fifth, Belvidere sixth, and Reform, epitomising the fate of its namesake in the House of Commons during the session just ended, nowhere, its chance in the match being virtually decided at this early stage. The boats, in reaching to the north-east buoy presented a beautiful spectacle, all following closely in a line. But the general interest seemed to be confined to the leading boats, the schooner being comparatively an untried boat, while the cutter had occasionally proved herself one of the fastest of our local yachts. The schooner's rig no doubt gave her a formidable advantage, and at the commencement of the race she had been backed against the field. She was besides admirably handled, and looked in every respect the dangerous opponent which she subsequently proved. Now she drew on the Red Rover, and now the Red Rover went ahead, each alternately gaining and losing, until rounding the north-east buoy when they were stem and stem, and in another moment the schooner was leading. In tacking in the Wanderer out-manceuvred both, and rounded the inside buoy with a clear lead. The Little Yankee continued to increase the distance between herself and the Red Rover, and the interest of the race was now transferred to herself and the Wanderer. A good deal of jockeying

took place between both, the Wanderer now attempting to beat the schooner to the beach by getting on her windward quarter, and the Yankee now retaliating on her opponent her own tricks. At one stage of the match it appeared possible that in their efforts to spite each other the Red Rover would win. After passing the second time the Yankee cleverly outwitted the Wanderer, by passing to windward, and taking the lead, which she maintained to the close, the Wanderer coming in second, and Red Rover third; the Belvidere winning the first prize in second class. The Violet had to give up, being damaged by the Star of the East yawl at the finish of the first round, the collision carrying away a portion of the yacht's counter, and rendering her mainsail unmanageable.

The next match was for a purse of £20, contested by second-class yawls, the first boat receiving £12, the second £5, and the third £3. Time as for the first-class. The following entered, namely, Volunteer, Violet, Good Tidings, Shannon, Twilight, Flying Fish, and Go Lightly. They all got off well, the Volunteer with the lead, which she maintained to the finish, in fact, from first to last they kept the positions nearly as we have placed them. Volunteer received first prize, Violet second, and Good Tidings third.

The remainder of the programme consisted of rowing matches, concluding with a duck hunt.

YARMOUTH RIVER MATCH.

A capitally contested yacht match, for a piece of plate of the value of £12, took place on Breydon, on Wednesday afternoon. It is now some years since sailing matches were held on the river so close to the town, and the revival of what may very properly be termed the Home Water Frolic, had the effect of attracting a large concourse of persons, who thronged both sides of the river bank, where a good view of the sailing could be obtained. The day was all that could be desired for the sport, the wind blowing steadily from the N.E., with just sufficient breeze to put the sailing qualities of the yachts to the test. The course was about three miles, the moorings being laid nearly abreast of Sir E. H. K. Lacon's stores, the furthest buoy having been stationed about a mile and a half across Breydon. It had been arranged that the course should be sailed over four times, no restriction as to size or rig being placed upon the competing craft. The piece of plate was understood to be presented by Mr. Parmenter, of the Railway Bowling Green, whose establishment was patronized by numbers of persons eager to avail themselves of the fine view to be obtained of the match. The start was fixed for three o'clock, by which hour but two yachts had taken up their station, and in consequence of Captain Cholmondeley's elegant little schooner grounding on the knowl, it was nearly half past three before all was in readiness. The

following yachts took up their moorings :—Red Rover, S. Nightingale, Esq., Yarmouth ; Wanderer, R. Harvey, Esq., Norwich ; Little Yankee, schooner, Captain Cholmondeley, Cantley.

The signal been given, a capital start was effected, the Red Rover taking the lead, followed closely by the Little Yankee and Wanderer. The order of sailing was continued to the furthest buoy, when the Wanderer took second place. The first round was completed by the Red Rover being about a minute ahead of the Little Yankee, which in reaching down had passed the Wanderer. But little change took place in the position of the yachts during the second round, with the exception of the schooner pressing closely upon the Red Rover, making a most interesting match. The wind at this part of the match fell light, and the crew of the Wanderer set her large topsail and balloon-jib which sent her through the water in beautiful style, and in the course of the third round enabled her to pass the Little Yankee, and on running down towards the home flag, a splendid match took place between the Wanderer and the Rover, causing considerable excitement among the spectators, who cheered the crews of both yachts lustily. On rounding the flag to commence the fourth and final round, the crew of the Rover, finding her old opponent inconveniently close, set their large balloon jib very smartly, and catching a breeze, led off in her old style. But little change took place until rounding the buoy on Breydon, when the wind having shifted a little more north, and freshened somewhat, the Rover increased her distance and came in the winner, after a most interesting match, by about a minute and a half. The little Yankee, which during the third round had fallen astern, rounding the flag half a minute only behind the Wanderer.

The masterly manner in which the boats were handled excited general admiration among boating men, and wishes were expressed on all sides that the home matches for the future would not be again allowed to drop. A second match was announced to take place between second class yachts, but did not come off, owing to an insufficient number of entries. Some rowing matches between small boats brought the sports to a close.

During the day, a number of "bachelor's kettles" were exhibited in full operation on Cobham-island, the rapidity with which the process of roasting, boiling, &c., was executed exciting an immense amount of surprise among the spectators.

THE BRAY REGATTA.

It is no wonder that the weather should at all times be the topic of general conversation, as a good deal of social happiness and enjoyment are entirely dependant on it. The summer now just closed furnished a strong contrast to several that preceded it, as during its continuance we have had a long succession of glorious days of brilliant sunshine. August 26th, fixed for the aquatic sports at Bray, near Kingstown harbour,

furnished one of the exceptions to the rule, and was as unfavourable a day for a regatta as could be well imagined—a day on which torrents of rain fell at frequent intervals, with little or no wind. The projectors of the regatta made every preparation, and the railway company was not behind hand in making the necessary arrangements for the accommodation of the public, who were expected to be present in large numbers to witness the sports; but the weather spoiled all, and hundreds who had intended to spend the day at the sea-side had to remain in town. The morning was dull and hazy, and many banks of clouds hanging to windward showed that we were in for a genuine wet day. A stiff breeze was blowing from S.S.E. as the several vessels entered for the different races beat down from Kingstown to take up the positions assigned to them; and notwithstanding the unpromising appearance of the day, the scene was charming. In the distance to the north was to be seen Howth, looking, as it only looks when rain is not far off—much nearer than it really is—Dalkey Island Sound, and the hill and bay of Killiney, and to seaward the bluff dark-frowning “Bray Head,” capped with misty fog that was settling down along its rugged sides. About a quarter of a mile from the shore, in front of the esplanade, the fine schooner yacht *Belle*, C. Putland, Esq., R.St.G.Y.C., lay moored as a flagship, gaily decorated with many-coloured bunting. On shore a flag-staff was erected also, dressed in varied flags, and standing near three large marquees, erected by Mr. P. J. Hynes, Blackhall-place. As the several yachts rendezvoused in front of the town, the view was most pleasing, and when all was ready, at eleven o'clock, down came the rain, first in gentle, but soon in heavy showers. A large number of persons who had come down by train and persons residing in the neighbourhood, who had collected on the esplanade, and on the points commanding a view of the sea, had to run for shelter to the marquees, to the railway terminus, and to the hotels. At twenty-five minutes after twelve o'clock, when the rain had ceased for a while, the following yachts started for a purse of 30 sovs., open to all yachts belonging to members of Royal yacht clubs, of 45 tons and under. A time race, half minute.

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
375	<i>Echo</i>	cutter	37	G. Putland, Esq.	Wanhill
590	<i>L'Eclair</i>	cutter	32	J. H. Townsend, Esq.	Wanhill
1326	<i>Zephyrine</i>	cutter	20	W. Martin, Esq.	Wallis

The *Zephyrine* did not come to the starting buoys, having kissed the

ground and established a freehold just previously to the match. At 12h. 15m. a capital start was effected by the Echo and L'Eclair; the course for these vessels was from Mr. Putland's handsome schooner, the Belle, of 70 tons, round the Kish Lightship, thence to a flagboat moored off Dalkey Island, back through Killiney Bay to another flagboat moored off Bray Head, again round the boat off Dalkey Island, winning between the Belle, which was the flagship of the day, off Bray Head, and the shore. The wind was very light at starting southward and eastward, hauling up westerly as the day progressed, and the two vessels appeared admirably matched. As they drew out to the Kish Lightship the L'Eclair took the lead, and the ship was rounded in the following order :—

	h.	m.	s.		h.	m.	s.
L'Eclair	2	2	0	Echo	2	4	30

In much the same order they rounded the Dalkey Island boat, but on the reach down through Killiney Bay the Echo ranged up beam and beam with the L'Eclair at 2h. 45m., and the spectators along the shore witnessed as prettily sailed a match as could be. The wind almost immediately flew up N.W., and after a strong puff or two it fell flat calm. At 4h. 15m. old Boreas again woke up, and the Echo went off with the lead. Bray Head boat was rounded thus :—

	h.	m.	s.		h.	m.	s.
Echo	4	47	15	L'Eclair	4	51	15

It was a beat back to the Dalkey Island boat, and the Echo carried rather too large a jib for turning effectively to windward; consequently the L'Eclair gained on her considerably. The Echo, moreover, had to make two extra boards in consequence of being put about by the Magnet, which was engaged in the third race. The Island flagboat was rounded by the Echo 20s. ahead of the L'Eclair. On the run home for the flagship the L'Eclair ranged up abeam again with the Echo, and after a determined struggle covered and passed her to windward, and as close a race as ever was seen ensued home to the flagship, the Echo fighting every inch of water with her determined little rival. The flagship was reached in the following order and times :—

	h.	m.	s.		h.	m.	s.
L'Eclair	6	2	0	Echo	6	2	20

The second match was for a Purse of £20, presented by the Dublin and Wicklow Railway Company, open to all yachts belonging to members of Royal clubs, of 30 tons and under. For this the following vessels came to the starting buoys :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
73	Banba.....	cutter	24	W. I. Doherty, Esq,	Marshall
57	Atalanta.....	cutter	27	N. Arnold, Esq.	Marshall
936	Siren	cutter	19	F. R. Davies, Esq.	Marshall

A very excellent start took place at 12h. 45m., the Siren going away with the lead, with the Banba nearly abeam of her, and the Atalanta close enough for any slice of luck that offered. The course was the same as that sailed by the vessels in the first match. The Banba shortly afterwards went to the front, and the breeze freshened up, with rain descending in torrents; there was no need for garden engines and india-rubber hose wherewith to damp the muslin. The Banba increased her lead gradually and steadily, and though the Atalanta sailed a plucky and determined race the Banba proved too much for her, and the flag-ship was reached in the following order and times :

	h.	m.	s.		h.	m.	s.
Banba	6	7	30	Atalanta.....	6	20	0

The third match was for a purse of £10, for yachts of 15 tons, and under, open to all yachts belonging to a royal yacht club. This match excited much interest, as the little vessels entered were well known to fame, and were equally matched. The light wind did not effect them so much as it did their larger sisters. This was a time race, and the following started :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
1249	Virago	cutter	11	Capt. J. S. Byrne	Wanhill Atkinson Holden
87	Bijou	cutter	12	R. D. Kane, Esq.	
259	Dove	cutter	12	T. D. Keogh, Esq.	
631	Magnet	cutter	12	E. J. Bolton, Esq.	

At 1h. 30m. the starting gun was fired, but the wind was very light and the vessels drifted away with the tide from their buoys. Shortly afterwards a breeze sprang up, accompanied by a heavy shower of rain. The course in this race did not include rounding the Kish, but merely the flagboats off Bray Head and Dalkey Island, to be rounded twice. The Magnet took the lead round the Dalkey boat, with the Bijou second, Dove third, and Virago fourth. After rounding the boat it fell a flat calm, which lasted nearly two hours. At 3h. 15m. the Bijou let go her mud hook to prevent being dragged away by the tide, an example

speedily followed by the Dove and Virago. After lying about thirty minutes a rattling shower came away from the westward, with plenty of wind under it ; up anchors like lightning, and away for the Bray Head flagboat ; the Magnet leading well, Bijou second, and Dove and Virago beam and beam third. On the run down the Bijou ran up to the Magnet, when the latter vessel luffed across her bows ; but the little Bijou would not be denied. The Magnet again made a rush to cover and pass Bijou to windward, which the wary little Wanhill would by no means acquiesce in, and luffed across the Magnet's course, boring her up to windward ; the Magnet then put her helm up and gave the Bijou a most decided lesson in steam ram tactics, calculated to knock the teeth out of the most minute hand saw, and making her helmsman look as ugly as the Kildare-street Club House. The Dove during this interesting little interchange of delicious civilities, took the lead, well hunted by the smart little Virago. Shortly after she ran through the Dove's lee, and the Magnet and Bijou came along at a slashing pace in their wake, having by this time recovered their propriety of demeanour. The Magnet collared the Dove soon after, and both passed the Virago, when the Bray Head boat was rounded in the following order :—Magnet 1, Dove 2, Virago 3, and Bijou 4. The vessels nearly in line together, there not being 5s. difference between first and last. After rounding this boat there appeared to have been some strange misconception as to the course, and that the flagship was not to be rounded, as all the vessels stood out to sea, as if making a course of their own. The Bijou was the first to perceive the error, followed immediately by the Dove, and then by the others in succession. The Dalkey flagboat was rounded for the last time by the Bijou 1, Virago 2, Dove 3, and Magnet 4. On the run back to the Bray Head flagboat the Dove collared the Virago, and it became a regular stem and stem ding-dong race between these two until passing the last flagboat when the Virago shot ahead. The Bijou, which was now leading well, hauled her wind, and stood into the shore to cheat the ebb tide which had just began to make. Her example was followed by the Dove and Virago, both still hard at it for second place, which terminated in the Dove, on the starboard tack, putting the Virago on the port tack about, just astern of the flagship, and shoving her bowsprit in ahead of her. The following were the times at the flagship :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Bijou	6	8	30	|	Dove	6	14	10	|	Virago	6	14	20

The Virago lodged a protest against the Bijou receiving the prize, on the grounds of the foul between her and the Magnet.

The fourth race was between lilliputian clippers for a purse of £5, for which the following vessels started :—Sneezer, 6 tons, F. W. Hammond, Esq. ; Torment, 5 tons, J. Todhunter, Esq. ; Wave, 3 tons, K. O. N. Anderson, Esq.

Once round the short course. After a very pretty contest the Sneezer came in just 30 seconds ahead of the Torment, which reduced the race to a tie, but the owner of the Sneezer refused to sail it over again, consequently the match was *nil*.

A race of small sailing craft, for a purse of £3, was won by a queer nondescript sort of craft called the Junk, rigged with Chinese latteen sails.

Numerous rowing matches between the ten-oared and six-oared boats of H.M.S. Ajax ensued, as also between the Coast Guard galleys, and between the local fishermen.

There was £100 distributed in prizes, of which £50 was contributed by the Dublin and Wicklow Railway Company, and the remainder by the residents of Bray.

KINSALE REGATTA.

THIS regatta took place on Wednesday and Thursday, July 29th and 30th, and fine weather rendered it unusually charming and attractive. The proceedings commenced at half-past eleven o'clock, when a yacht race took place. It was for a Challenge Cup, value £50, given by the late member for Kinsale, Sir John Arnott, to which the committee added £10. It was open to all yachts exceeding 25 tons, belonging to members of royal yacht clubs ; time, half a minute per ton ; entrance 30s. The entries for it were :—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name of Yachts	Rig	Tons	Owners	Bullders
1239	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.
978	Surf	cutter	54	T. Couper, Esq.	Fife
1049	Thought	cutter	27	J. Jones, Esq.	Hatcher
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher

They had but very little wind from S.S.W. when they started. Their course was from their moorings opposite Denis's quay, round a flagboat on the Spit, round the Bullman's buoy, leaving it on the port hand, round Big Sovereign Islands, leaving them on the starboard hand, round a flagboat placed three miles S.S.E. of the Old Head, passing her on

the starboard hand, returning round Big Sovereign Islands, leaving them on the port hand, and Bullman's buoy on the port hand, thence to the flagboat on the Spit, leaving it on the port hand, and passing between the flag vessel and a flag on the west end of Lander's-terrace, at Scilly—a distance of 28 miles. The Thought immediately led the others by a short distance. The Vindex had second place, the Phryne third, and the Surf last, there being but little space between them. They proceeded very slowly, in consequence of the calmness that prevailed. Upon their rounding the Spit buoy they were so close together that there appeared a likelihood of the Surf fouling the Vindex. The wind by this time changing from S.S.W. to S.W. by S., the Surf made a long stretch westward across the harbour, by which she seemed likely to lead the others at the next tack, but they having the advantage of the current, she did not succeed, and they all passed her before she again got into the track, in which they steadily, but more slowly, advanced. The Phryne shot ahead. The Thought followed her at a good distance, closely pursued by the Vindex. The Thought again took the lead, and the Surf third place, but the Phryne after some time passed the Surf, and left her a good distance behind. As they passed Bullman's buoy, and proceeded out of the harbour, the Thought led, the Vindex was three miles behind her, and the Surf about half a mile behind the Vindex, with the Phryne following close upon her. After they proceeded out the Surf carried away her gaff-top-sail halyards before rounding the islands, but they were speedily replaced, and she proceeded onward. The following is the order in which they arrived :—

	h. m. s.				h. m. s.		
Vindex	3	29	35	Surf	3	38	30
Phryne	3	34	23	Thought	3	40	31

Second Day.—The weather was again fine, and the regatta was even better attended than on the previous day. Shortly after eleven o'clock the first race started. It was for the Colthurst Cup, open to all yachts of 20 tons and upwards, belonging to members of Royal Yacht Clubs; time race half-rate Ackers' scale, and below that half-minute per ton. The same four yachts started, and the course was the same as on the Wednesday. They were a good while before getting out, in consequence of the wind being calm. The Thought immediately led, and maintained her position during the greater part of the way. She was enabled to make greater way than the Phryne in consequence of requiring less wind. The order in which they rounded the flagboat outside was :—

	h. m. s.				h. m. s.		
Thought	3	11	45	Vindex	3	12	45

After finishing their course they came in as follows :—

	h.	m.	s.		h.	m.	s.
Thought	5	28	53	Vindex	5	35	45

The Phryne came in after having lost her bobstay, and one of her crew fell overboard, but was, however, picked up and saved.

The next race was between yachts under 15 tons, for a prize of £5. The entries for it were :—Fawn, 14 tons, Holmes ; Fairy, 12 tons, Howe ; Nautilus, 9 tons ; Truant, 9 tons, Thullier. This was a pretty race, and was watched with much interest. The order in which they arrived was :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fawn	5	11	37	Nautilus	5	40	50	Truant.....	5	50	1

The time of the Fairy, which came in last, was not taken. There were many boat races on each day during the sailing matches.

ROYAL WELSH YACHT CLUB REGATTA.

WE have prefixed the usual title to this regatta, although we fear the sports in general are not *exactly* those of a Royal Yacht Club, for, notwithstanding a large number of yachts were present on the morning of the regatta, August 4th, two of the principal prizes (the R.W.Y.C. cup and a piece of plate valued £40), were left uncontested in the hands of the Committee, the reason assigned was "*there being no entries.*" On the day prior to the regatta, during the afternoon and night, rain fell in torrents, but on the eventful morn there was every indication of a good breeze and pleasant weather, and this want of racers is most unaccountable.

His Royal Highness Prince Arthur, accompanied by Major Elphinstone and the Rev. Mr. Jolly, arrived at the Royal Sportsman Hotel a little before nine o'clock, a.m., to breakfast, and shortly afterwards proceeded to inspect our beautiful ruin—the Castle. As a matter of course everybody was anxious to see his Royal Highness; the populace, however, abstained from making their curiosity irksome. About half-past ten his Royal Highness and party embarked in the Rear-Commodore's boat, the Mayor, L. Turner, Esq., steering; after having made the circuit of the water before the town, the party landed at Porth yr Aur, and entered the Club House, where they were received by the members and their friends, the band of the 2nd Anglesey Volunteer Artillery, on board a vessel off Porth yr Aur, playing the National Anthem, followed by a selection of good music, excellently performed.

About eleven, one of the Liverpool Tug Boat Company's (Limited) vessels, the Victory, arrived at the pier, to be in readiness to take his Royal Highness on board. At twelve she steamed out into the stream.

About half-past eleven the Fairy steamer arrived, laden with passengers from Beaumaris and Menai Bridge.

A little after twelve Lord Newborough's steam yacht, with the Hon. Misses Wynne on board, arrived.

At about twelve o'clock the first race, that of first-class sailing boats, for a purse of 10 sovs, commenced. Three prizes were offered—first, 6 sovs.; second, 2 sovs.; third, 1 sov., and the following boats competed—George and Ann, of Bangor, George Griffith owner; Swift, of Bangor, Charles Freeman owner; Queen of the Straits, of Menai Bridge, Edward Edwards owner; Rover, of Beaumaris, H. Hughes owner.

The George and Ann made the best start, and kept her position for some time; but the Queen of the Straits shortly got to windward of her, Rover being the third, and Swift the last. The Queen rounded the mark first, and maintained her credit to the end of the race. The race was twice round the course, and the boats passed Porth yr Aur after completing the first circuit in the following order:—Queen of the Straits, Rover, George and Ann, and Swift. After an exciting contest the Queen reached the goal at 2h. 22m. p.m., the George and Ann coming in second at 2h. 30m., closely followed by the Rover and the poor Swift.

After the above boats had been started a duck hunt took place for the special amusement of his Royal Highness, William Williams, the duck, and Owen Owens, the hunter; performing their parts well, appearing almost as much at home in the water as on land.

His Royal Highness and party then went on board the tug-boat, which immediately steamed off in the direction of the bridges, His Royal Highness ascending the paddle-box.

Gentlemen Amateurs' Race. A prize consisting of five silver goblets, value £20, to be rowed by gentlemen amateurs. Three to start or no race.

This race, which is usually the most interesting feature of the day, was on this occasion, we regret to say, quite the reverse. Four boats entered, three from Liverpool and one from Carnarvon, but owing to an accident in the transit of the first-mentioned, one only came to the starting point, and in order to make up the race five gentlemen volunteered to row one of the Carnarvon Rowing Club boats.

These gentlemen and the Liverpool crew were ready at their post at the appointed time, but were kept waiting for at least an

hour, for the Carnarvon Rowing Club boat, when the Rear-Commodore allowed the two to start. The signal was given at 1h. 25m., the two boats darted forward, the Liverpool easily taking the lead. Having proceeded half a mile, the crew, composed of the members of the Carnarvon Rowing Club, made their appearance, and followed in the wake of the contending boats. The Liverpool gentlemen being well trained, and their opponents, although good rowers untrained, the issue of the race was at once apparent. The Liverpool boat rounded the vessel off Porthlleidiog and came in victorious, having accomplished the course in nineteen minutes, without any extraordinary exertion. The Carnarvon Rowing Club crew seeing that they were nowhere, returned without going over the course, and rowed to their boat-house at once.

Several other rowing matches concluded the proceedings.

"The weather is all that could be wished. The wind blew a gentle gale that filled the sails of the yachts without endangering the rowing boats, and yet, though it was the means of making many happy reunions, the regatta was in itself the least satisfactory that has occurred for years. We sincerely hope that its failure will impress the gentlemen who take upon themselves to manage these affairs, and that they will, before a recurrence takes place, see that the obstacles to the success of the present regatta are removed, and that the regatta of 1864 will be worthy of its title—'The Regatta of the Welsh Yacht Club, under the patronage of his Royal Highness the Prince of Wales; and we might add, 'under the presidency of Lord Willoughby d'Eresby; Commodore, Colonel the Hon. E. G. Douglas Pennant, M.P.; and the Vice-commodore, Sir R. B. Williams Bulkeley, Bart, M.P.' With regard to the Rear-commodore, he is a host in himself; but why should it be expected that he should do all the duties the Yacht Club has nominally taken upon itself?

"In the evening there was the usual display of fire-works in the castle. The effect of the various illuminations on our grand old fortress has so frequently been dilated upon, that description, in the present case, may be dispensed with. Suffice it to say that the pyrotechnics were brilliant and varied, the attendance numerous, and the music excellent; circumstances which, combined with the delightful weather, rendered the entertainment a very agreeable one."—*Denbigh Herald*.

ROYAL BOSTON YACHT CLUB REGATTA.

The annual regatta of this club took place on Monday, July 20. The chief prize was a Silver Cup, offered by Mr. J. W. Malcolm, M.P.,

which provoked seven entries, viz., the Rev. J. Tunnard's Vixen, 3 tons; Mr. W. Rice's Sophia, 2 tons; Mr. Carline's Kitten, 5 tons; Mr. J. Pilley's Water Witch, 7 tons; Mr. Fossitt's Firefly, 7 tons; Mr. Smaller's Eugenie, 4 tons, and Mr. W. H. Lewin's Nautilus, 6 tons.

At an early hour on Monday the Lioness and Cambrian steamers quitted their moorings, following by the Unity, the Greyhound, and minor craft of every description, and at Maudfoister Sluice an animated scene presented itself. Six of the yachts named were riding at moorings opposite the sluice at 9 a.m., awaiting the signal to get under way, but the Nautilus, for some reason, was not at her station at the proper time. At 9h. 10m. the signal gun was fired for action, and a few minutes later the starting signal was made. The wind was extremely light—what there was of it was right ahead. The yachts dropped lazily down the river Witham, and when the open sea was reached, at the expiration of about five miles, not one of them had gained any decided advantage. The Waterwitch, the Commodore's tight little cutter, and the Kitten began now to take the lead, but the latter lost some way in consequence of the Cambrian steamer and two vessels behind her running athwart her course. Notwithstanding this disadvantage, the handy little craft made good progress, and at Elbow buoy was some 100 yards ahead of the Waterwitch. The latter, however, soon regained the lead, and the Kitten was also overhauled by the Firefly, subsiding for good and all into the third place. The Inner Rig buoy was rounded as follows:—Firefly, 1h. 10m.; Waterwitch, 1h. 12m.; Kitten, 1h. 14m.; Eugenie, 1h. 27m.

For some distance from this point there was little or no variation, but the Waterwitch and Kitten began to press the Firefly hard, and the winning flag was rounded for the first time thus:—Firefly, 2h. 40m.; Waterwitch, 2h. 41m.; Kitten, 2h. 42m.

Shortly after this, when the Firefly was well to windward, the Waterwitch passed her, and obtained a lead from which she was not afterwards displaced. The Leverton buoy was rounded as follows:—Waterwitch, 3h. 43m.; Firefly 3h. 46m.; Kitten, 3h. 51m.

It was expected by some that in the run up the Firefly and Kitten would make up for lee way, but this hope was not realised. All sail was carried by each yacht, and after an exciting contest the winning flag was rounded thus:—Waterwitch, 4h. 21m.; Firefly, 4h. 23m.; Kitten, 4h. 27m.

The Waterwitch was therefore declared the winner. The weather was beautifully fine, and the Deeps presented a pleasing sprinkling of craft. The Boston pilot sloop took down a large party of ladies and

gentlemen, and fell in, off Spalding Set, with Mr. H. Bugg's fine schooner yacht Sylph, of 50 tons, accompanied by the Jenny cutter, 7 tons, belonging to the same gentleman. In the evening the members of the club, with several of their friends, dined together at the White Hart Hotel, Boston, where an elegant entertainment was provided. The chair was occupied by Mr. Carline, the owner of the Kitten, and the vice chair by Mr. J. Tasker. A very agreeable evening was passed by the assembled party.

PRINCE OF WALES YACHT CLUB MATCH.

JULY 27.—This proved one of the least interesting events on the Thames this year ; the race for the two silver cups, value £25, offered by the club, did not take place for want of entries, the Octoroon alone having entered ; so that the sailing was confined to the following boats of 9 tons and under, for a telescope and compass, value £10, presented by Mr. J. Burton, hon. sec., and a silver cup for the second prize, given by the club :—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
736	Novice	cutter	6	J. Gardner, Esq.	Benson
1245	Vision.....	cutter	8	G. Harrison, Esq.	
8	Ærolite.....	cutter	8	J. P. Dormay, Esq.	

Course, Erith to Chapman Head and back. Time for tonnage one minute per ton. The Bessie had been entered with the secretary to contend in this race, but had been withdrawn. The start took place at 12h. 35m. 30s., with the wind very light and variable from E. The Novice made a bad start, being obliged immediately after she swung to put about, in order to avoid a brig at anchor. The Ærolite was first fully under canvas, and took a nice lead, followed by the Vision, and at Purfleet was a quarter of a mile ahead of the latter ; shortly after, however, the Vision, coming down with a nice breeze, weathered upon her, and went well ahead. As the wind ever and anon died off, the race down became tedious, and was unmarked by any change, and although they all had a great deal of canvas upon them they did not succeed in reaching the Chapman Head, but rounded the steamboat abreast of Mucking as under :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Vision	3	47	0	|	Ærolite	3	56	20	|	Novice	4	15	0

The tide had not quite done when the steamer brought up ; in neap tides there is always a long slack. There was nothing worthy of notice, or calculated to create any interest, in the way up; the Vision continued to lead, slightly gaining, and finished as under :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Vision.....	6	3	0	|	Ærolite	6	16	15	|	Novice	6	46	15

The Oread steamboat, as usual, went with the match, but there were fewer persons on board of her, than we ever remember to have seen. Mr. Knibbs was commandant, and Mr. Webster after the race presented the prizes to the successful competitors. Vision of course having the first, Ærolite the second. It was stated that a variety of causes had combined to prevent a fuller attendance, and it was regretted that these reasons have an influence over the presence of the flag officers of the club.

ROYAL CORNWALL REGATTA.

THIS was held at Falmouth on Monday and Tuesday, Aug. 24th and 25th, and far surpassed any previous aquatics. The days of holding it had been postponed from the commencement of the month (for which it was originally fixed), in order that time might be afforded to allow of a communication with H.R.H. the Prince of Wales. This delay proved of some service, for about a week or two since, the committee received from H.R.H. a silver cup, value 25 guineas, for competition in any manner the committee might determine on. In addition to this there was a general increase in the subscriptions, which placed the committee in possession of about £150 more than last year, when great difficulty was experienced in raising £90. An old gunboat attached to H.M.S. Russell was converted into a committee boat. The weather on the first day was beautifully fine, with a brisk north-west breeze blowing. The attendance of spectators was very large, the opening of the railway to Falmouth having had no inconsiderable influence in bringing about this result. Steamers also plied to and fro on the coast, and brought their *quota*. There was a good muster of yachts present.

The first match was for a silver cup, value 50 guineas, for cutter yachts not exceeding 60 tons (o.m.); course, from the starting buoys round a boat moored south-east of the Lighthouse, thence round a mark-boat off Rosemullion Head, and then to a boat moored in the cross

channel, and proceeding round the committee vessel; twice round. Some difficulty was experienced in getting entries for this race, and it was suggested that the second prize, a silver cup value 10 guineas, should be added. The following yachts then entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig.	Tons	Owners	Builders
1247	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
1238	Vindex	cutter	45	A. Duncan, Esq.	Iron Ship Co.
291	Emmet	cutter	28	W. W. F. Hay, Esq.	Wanhill
1049	Thought.....	cutter	27	J. Jones, jun., Esq.	Hatcher

Objections were made against the Thought, and after considerable discussion on the matter that vessel and the Emmet withdrew from the contest leaving the first prize to be contended for by Volante and Vindex. The start was made at 1h. 23m. 10s., and both soon got on their legs, Volante taking a slight lead until she reached the Breakwater, Vindex being then a short distance astern of her. Vindex soon showed her heels, and went ahead of her competitor, maintaining the position throughout. The boats were timed as follows:—

	1ST ROUND.	2ND ROUND.
	h. m. s.	h. m. s.
Vindex	3 39 4	4 57 8
Volante	3 45 2	6 13 0

The Vindex had to allow the Volante two minutes for difference in tonnage.

The next match was for the Prince of Wales's Cup, for yachts not exceeding 25 tons (o.m.); same course as in last race. Three started—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts.	Rig	Tons	Owners	Builders
908	Scud	cutter	13	Major Bull	
	Ida	cutter	10	R. Hocking, Esq.	
1083	Vampire.....	cutter	18	Capt. Commerell	Hatcher

All went off well together at 1h. 38m., Ida leading, but on approaching the Breakwater Scud came up with her, and both kept together until the Lighthouse was reached, when Scud took first position, Vampire being some distance in the rear. They were timed thus:—

	FIRST ROUND.	SECOND ROUND.
	h. m. s.	h. m. s.
Scud	4 8 0	6 57 15
Vampire.....	4 18 0	7 11 54
Ida	4 42 0	not timed

In the first round *Ida* lost her bobstay, and did not, therefore, go round the second time. The *Vampire* entered a protest against *Scud*, on the ground that she had deviated from the course. This was shown to have arisen from the *Scud* having wrong directions from the Committee, and the latter then offered a silver cup, value 20 guineas, to the *Vampire*, but the owner would not accept it, and expressed his willingness to run the race again. After some difficulty it was decided that the match should take place about a week hence, when the Prince of Wales's Cup will be given to the first boat, and the 20 guinea cup to the second.

The third match was for the Ladies' Cup, value 10 guineas, for yachts not exceeding 8 tons (o.m.) over the same course. The following started:—British Queen, 4 tons; *Cygnets*, 7 tons; Little Jenny, 5 tons; Secret, 5 tons; Boomerang, 3 tons; *Ida*, 7 tons. After a smart match, in which *Ida* led in both rounds she won the prize by several minutes.

The day was concluded by rowing matches.

Second Day.—This was devoted to matches between lug sail punts, rowing matches, &c.

On the 31st of August the match for the Prince of Wales's Cup was resailed by the *Vampire*, 18 tons, Capt. Commerell, and *Scud*, 13 tons, M. V. Bull, Esq., over a course from a vessel in the harbour, round the Manacles buoy, thence round the Russell, and back to the harbour, a distance of about 19 miles. This was won by the *Vampire*, beating her opponent by 14 minutes.

IPSWICH REGATTA.

THE above came off on the 23rd July, and proved a very decided success. The weather was as propitious as could be desired, being a strong contrast to that which proved such a great drawback to the Harwich on the previous day. It was doubtful some three months prior whether there would be a regatta, but by the exertions of a very energetic committee, sufficient funds were obtained to bring it to a successful issue. The matches were of first class character—the yacht match was a source of much pleasure to the numerous visitors to see the way in which those vessels were handled and the gallant manner in which the prize was won. As regards the rowing matches it would be difficult to find any more evenly or more stoutly contested; indeed it was a great pleasure to see the various crews struggling for victory. Such was the success of this meeting that we may rightly anticipate a much larger regatta next year, as regards yachts in particular.

The first match was for a piece of plate, of the value of 20 sovs., open to all yachts under 15 tons. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
852	Red Rover.....	cutter	14	S. Nightingale, Esq.	Harvey Iron Ship Co. Benson Halliday Harvey Hatcher Aldous
86	Bessie.....	cutter	10	J. H. Hedge, Esq.	
20	Alexandra	cutter	14	G. Harrison, Esq.	
1245	Vision.....	cutter	8	G. Harrison, Esq.	
604	Little Yankee	schooner	12	Capt. Cholmondeley	
	Victoria	cutter	8	Capt. Whitbread	
743	Octoroon.....	cutter	12	C. Long, Esq.	Harvey Hatcher Aldous
1235	Violet.....	schooner	12	P. Bennett, Esq.	

The Alexandra did not start, in consequence of the serious damage sustained by her on the preceding day. The others quitted their moorings off Downham Reach shortly after twelve at noon, being accompanied in their run out to sea by the Great Eastern Railway Company's steamer Prince. The Little Yankee led at first, the Red Rover being second, the Vision third, the Octoroon fourth, and the Bessie fifth. The Vision went ashore a few minutes after starting at Collenny Point and, although got off again in about five minutes, her owner and crew had the mortification to see all her competitors leave her far astern. The course sailed by the yachts was from Downham Reach out to sea, round the Cork Light, leaving it on the starboard hand, and back up the Orwell to the Cliff Bight. The weather was delightfully fine, and the party on board the Prince had a very pleasant trip out to sea and back. As Harwich was approached, it was discerned that the Octoroon and Bessie began to gain on the Red Rover, and presently the Octoroon slipped past the Rover in beautiful style. When the open sea was reached the Little Yankee was still leading, and the Red Rover, abandoning the contest, bore up towards Walton-on-the-Naze. The Octoroon, Violet, and Bessie occupied good second, third, and fourth places. The Cork Light was rounded as follows :—

	h. m. s.		h. m. s.		h. m. s.
Little Yankee...	1 39 15	Violet.....	1 41 0	Victoria.....	1 45 0
Octoroon	1 40 35	Bessie	1 42 0	Vision	1 46 45

After this point the Prince bore up again for Ipswich, and soon entering the Orwell, left the yachts far astern. It was prophesied that in beating back, the schooners would be vanquished by the cutters, and as it was predicted so it fell out, the Little Yankee being overhauled both by the Octoroon and the Bessie. The Violet and Victoria did not

complete their course, but the first four yachts were timed as follows on reaching the Cliff Bight :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Octoroon.....	3	5	15	Little Yankee...	3	14	15	Vision	3	22	35
Beattie	3	11	35								

The Octoroon was declared the winner.

A prize of 10 guineas was offered for a match between yachts under 7 tons, but there were not sufficient entries.

Then followed several rowing matches, the great event among which, was for £5, pair oars, (amateurs), and was one which was not only keenly competed, but it was one in which the lookers-on watched the struggles of each boat with peculiar attention, and when the Curlew beat the Norwich boat, the Princess Alexandra, a burst of cheering rewarded the great exertions of Messrs. A. Long and E. Ransome, who were the representatives of the Orwell Works Rowing Club. The entries were, the Princess Alexandra, W. Thompson ; Why Not, Petrel, R.C.; Sylph, Orwell Rowing Club ; Curlew, Orwell Works Rowing Club ; Who'd-a'-Thought it, E. Robinson ; Nautilus, Nautilus, R.C.

The struggle lay chiefly between the Curlew and the Princess Alexandra, in which J. Worlledge and W. Fenly pulled. The Nautilus, which contained Messrs. Notcutt and Josselyn, did not finish well. The race was a most exciting one, and the result was doubtful until near the conclusion, when the Norwich boat fouled, and the Curlew shot ahead in the most gallant manner, ultimately winning by about a boat's length. The Norwich men then claimed the race, on the ground that their opponents had passed outside two of the buoys, instead of inside them. This allegation was rebutted by the Ipswich men, and their denial was supported by the evidence of a considerable number of persons. The Norwich crew, however, persisted in their statement, but they had no supporters, and the consequence was that their claim was disallowed. As the firing of the gun announced that the champion pair oars were Ipswich men, the assembled thousands, who were collected on every imaginable spot that could command a view of the race, gave vent to their emotion of pleasure by three hearty cheers for the conquerors.

The way in which the regatta passed off must have been exceedingly gratifying to the promoters ; it affords us much pleasure to be able to speak so favourably of it, and also that with the exception of the wrangling with the Norwich crew, there was nothing to mar the gratification of either competitors or beholders.

We trust in future years to be able to speak in equally or even more laudable terms of these struggles for supremacy in aquatic sports.

WALTON-ON-THE-NAZE REGATTA.

THIS regatta was held under the auspices of the Royal Harwich Yacht Club, on Wednesday, Aug. 5th; the weather was fine, and a considerable number of visitors attended. There was a nice westerly breeze, which increased during the afternoon, although, perhaps, the wind was never sufficient to test the sea-going qualities of the competing yachts. A large muster of yachts attended, and by the display of bunting added greatly to the scene.

By the kindness of Mr. Cardinall, the Salute was placed at the disposal of the Regatta Committee of the day; she was anchored about half a mile from the shore, and was gaily decorated from stem to stern with bunting, while two handsome silver cups, offered for competition during the day, were suspended from her rigging. The Regatta Committee comprised Mr. P. Bruff, Mr. W. Bruff, Mr. W. H. Neate, and Mr. T. Wilmeshurst (hon. sec.), Mr. J. Mann, of Dovercourt also afforded his useful assistance in timing the yachts, &c.

The starting gun, in the first match, was fired on board the Salute at a quarter to one p.m. The contest was between smacks, for a purse of £10, presented by Sir G. N. Broke-Middleton, Bart., the competitors not to exceed 16 tons, and to belong to Harwich, Walton-on-the-Naze, and Pin Mill. The prize was divided so as to secure the first boat £5, the second £3, and the third £2. In the smack match an allowance of half a minute per ton was made for difference of tonnage, and of course the same rule was observed with regard to yachts. The entries comprised the Paragon, cutter, 15½ tons, Pin Mill; the Tripping, cutter, 15 tons, Pin Mill; and the Triumph, cutter, 9 tons, Pin Mill. The Paragon was the favourite at starting, and was the first to get under way. The Tripping was, however, for some time a close second. The first round was completed as follows:—Paragon, 3h. 6m. 37s.; Tripping, 3h. 9m. 10s.; Triumph, 3h. 18m. 50s.

In the second round the Tripping and Triumph dropped considerably further astern, leaving the Paragon an easy winner. Time:—Paragon, 5h. 49m.; Tripping, 6h. 48m. 50s.; Triumph, 7h. 11m. 80s.

The second match was for a Piece of Plate of the value of £10, presented to the Committee by Mr. J. Berners, of Woolverstone Park, and sailed for by yachts of any rig not exceeding 15 tons. The yachts took up their stations about two p.m., the following appearing at the moorings:—The Violet, schooner, 15 tons, Mr. P. Bennet; the Gem, cutter, 10 tons, Mr. J. G. Chamberlain; and the Dream, cutter, 8 tons, Mr. Everard. Before the start took place the Dream carried away her bob-

stay, but her crew soon repaired damages, and she was enabled to join in the match. On the signal gun being fired the Violet was the first to get underway, the Dream following in her wake. Shortly afterwards a second misfortune befell the ill-starred Dream, which carried away her topsail halyards, besides damaging her gaff. This disaster caused her to lose so much ground that she retired before completing the first round. The contest between the Violet and Gem was well sustained, but the former gained upon her opponent in tacking. The first round closed thus:—Violet, 4h. 37m.; Gem, 4h. 46m.

The ebb tide having made down, and the wind being light, the committee resolved upon shortening the distance by sending the yachts round the committee's boat and the outer flagboat, instead of round the stone bench, thereby curtailing the distance by seven miles and a half. At the end of the second round the yachts were timed thus:—Violet, 7h. 4m. 21s., Gem, 7h. 16m. 55s.

The Violet was thus declared the winner, but the owner of the Gem expressed his determination to enter a protest, in consequence of the committee curtailing the distance sailed in the second round.

The third match was for a Claret Jug of the value of 20 guineas, sailed for by yachts not exceeding 25 tons, of any rig belonging to a recognised yacht club. It was a matter of disappointment that this the principal match of the day, did not come off, in consequence of the master of the Water Witch declining to sail in the then state of the wind with such a clipper as the Alexandra, which had entered. Mr. P. Bruff, the owner of the Silver Star, spiritedly offered to enter his yacht to make up the match, but, from the Water Witch declining, and going on a cruise the affair could not come off.

At the close of the sailing matches some prizes presented by the Woolwich and Waterman Steam Packet Companies and the regatta committee were rowed for. A ball in the evening at the Clifton Hotel wound up the festivities of the occasion.

NORFOLK AND SUFFOLK YACHT CLUB.

On the 17th July, the challenge cup of this club was competed for on Wroxham Broad, the Wanderer, the previous possessor of that distinction, having been challenged by the Alabama, Mr. E. S. Trafford. The Wanderer is one of the yachts owned by Mr. R. J. Harvey, Commodore of the club, and when in the hands of Mr. J. L. Barber, achieved considerable success. Both the yachts are of equal tonnage. The course sailed was the same as that marked out for the second regatta of the club on the previous day, and al-

though the attendance was smaller, this fact was no disadvantage, but rather the reverse, as the yachts had full and uninterrupted scope in which to display their powers. The start took place at 1h. 3m., and five rounds were sailed the first closing as follows:—Wanderer 1h. 16m. 3s., Alabama 1h. 16m. 35s.

The Wanderer had thus at this point a lead of 32s., but in the second round she walked rapidly away from her opponent, gaining upon her to the extent of 2m. 13s. In the third round she also added 59s. more to her lead.

In the fourth round the Alabama, which is a gracefully-rigged, white-hulled yacht, built in the winter by Hastings of Great Yarmouth, made rather a better stand, but still she lost 10s. more, and in the final round she fell further astern by another 50s.

The whole distance sailed was rather more than ten miles, and, striking an average, it appears that the Wanderer gained upon her opponent rather less than half a minute per mile, her total advantage being 4m. 44s. The cup, of course, remains with her.

This was all the business set down for the day, but the afternoon being young, a match was got up for a sweepstakes of ten shillings each, to which an addition was made by Mr. J. Brown and Mr. Dewing, each of these gentlemen subscribing ten shillings, the whole being divided at the close among the watermen engaged. The amount altogether obtained was understood to be £3, but it is possible another ten shillings or so may have been made available through the liberality of some other member of the club. The entries were:—The Glance, 9 tons, Mr. W. Steward; The Belvidere, 9 tons, Mr. W. H. Clabburn; the Bittern, 7 tons, Messrs. Hansell and Morgan; and the Myth, 9 tons, the Commodore (Mr. R. J. Harvey). The start took place at 3h. 30m. p.m., and the same course was traversed four times. The Belvidere soon gained a slight lead, but there was for some time a very close and well-sustained contest between her and the Myth. The first round closed as under:—Belvidere 3h. 48m. 12s., Myth 3h. 48m. 19s., Glance 3h. 49m. 12s., Bittern 3h. 50m. 10s.

The Belvidere had thus a scant lead of 7s. at this stage, but in the second round she about doubled her distance in front. Thus:—Belvidere 4h. 7m. 33s., Myth 4h. 7m. 47s., Glance 4h. 8m. 32s., Bittern 4h. 9m. 0s.

The third round was an extremely interesting one as regards the Belvidere and Myth. The contest still continued an extremely close one, but the Belvidere succeeded in maintaining her ground, and even added 1s. to her previously acquired advantage. Time.—Belvidere 4h. 27m. 45s., Myth 4h. 28m. 0s., Glance 4h. 29m. 32s., Bittern 4h. 29m. 45s.

In the fourth and last round the contest between the Belvidere and Myth was of a less serious character:—Belvidere 4h. 48m. 5s., Myth 4h. 48m. 54s., Bittern 4h. 54m. 23s., Glance 4h. 57m. 2s.

The Belvidere was thus declared the winner, but the stakes, as previously indicated, were divided among the watermen. The weather was fine, and the members present had a very pleasant day.

This club held its third regatta for the season on Oulton Broad, on

Thursday, August 6. The weather could scarcely be called fine, the clouds being dull and heavy, while there was some occasional showers early in the day; still it was far from unenjoyable. The muster of yachts was considerable, the little fleet on the Broad—which is a large and pleasing sheet of water about two miles from Lowestoft—comprising the two yachts of the Commodore (Mr. R. J. H. Harvey), the Wanderer, and the Myth; the Alabama, cutter, 14 tons, E. S. Trafford, Esq.; the Amateur, latteen, Mr. J. Brown; the Augusta, cutter, Mr. B. Russell; the Belvidere, cutter, 9 tons, Mr. W. H. Clabburn; the Bittern, cutter, 7 tons, Messrs. Hansell and Morgan; the Blanche, cutter, 7 tons, Mr. R. Morris; the Enchantress, latteen, 6 tons, Mr. H. P. Green (Vice-Commodore); the Glimmer, cutter, 9 tons, Mr. W. Steward; the Isabella, cutter, Mr. C. H. Chamberlin; the Kestrel, cutter, 12 tons, Mr. W. Butcher; the Little Moggy, cutter, 18 tons, Mr. T. M. Read; the Osprey, latteen, Mr. E. Swatman; the Red Rover, cutter, 14 tons, Mr. S. Nightingale; the Ripple, latteen, Mr. W. B. Brandford; the Rover, cutter, 16 tons, Mr. T. H. Palmer; the Vampire, latteen, 8 tons, Mr. W. S. Everett, &c. The first match was for a prize of £15, the course being six times round the Broad, following buoys laid down. The entries were the Belvidere, Mr. W. H. Clabburn; the Wanderer, Mr. R. J. H. Harvey; the Myth, Mr. R. J. H. Harvey; the Red Rover, Mr. S. Nightingale; and the Alabama, Mr. E. S. Trafford. The Belvidere did not, however, complete even the first round, having gone on the wrong side of one of the buoys. There was a nice westerly breeze, and the yachts went ahead in very fair style, the Red Rover gradually acquiring the lead, although she was hard pressed by the Wanderer. The first round closed as follows:—Red Rover 12h. 16m. 44s., Wanderer 12h. 16m. 10s., Myth 12h. 16m. 33s., Alabama 12h. 17m. 35s.

The Red Rover had thus at this point a slender advantage of 26s. over her old antagonist, which was sailed by her former owner, Mr. J. L. Barber. Shortly after the commencement of the second round, however, the Wanderer grounded, and was seen no more in the match. The Alabama also retired, having carried away her bobstay. The match was thus narrowed to the Red Rover and Myth, and even the former of these was not wholly exempt from accidents, having carried away her bowsprit shrouds. The Red Rover, it will be seen, had at the close of the first round a lead of 49s. over the Myth, but in the second round she lost the odd 9s. Time:—Red Rover 12h. 28m. 40s., Myth 12h. 29m. 20s.

In the following rounds the Red Rover gradually increased her lead, and at the finish of the sixth round was 2m. 25s. ahead.

The Red Rover had to allow the Myth 2m. for difference of tonnage, the latter having entered, for the purposes of the match, at 10 tons. The Red Rover thus won by 25s.

The second match was between the second and third class yachts of the club, the first of the former class receiving £10, and the first in the latter the entrance fees paid during the day. The second class comprised the Myth, 9 tons (sailed by the Hon. O. Lambert), the Vampire, 8 tons, Mr. W. S.

Everitt; and the Belvidere, 9 tons; while the third class included the Blanche, 7 tons, Mr. B. Morris; the Bittern, 7 tons, Messrs. Hansell and Morgan; the Enchantress, 6 tons, Mr. H. P. Green; and the Woman in White, 6 tons, Mr. J. L. Barber. The two last, however, did not start. The Myth at once took the lead, the Blanche following. The first round closed as follows:—Myth 2h. 44m. 21s., Blanche 2h. 46m. 0s., Vampire 2h. 46m. 10s., Belvidere 2h. 46m. 55s., Bittern 2h. 49m. 0s.

The Blanche was thus not only leading in her class, but was in advance of the Vampire. She lost this honourable position, however, in the second round:—Myth 2h. 56m. 40s., Vampire 2h. 59m. 18s., Blanche 2h. 59m. 44s., Belvidere 3h. 0m. 57s., Bittern 3h. 3m. 47s.

The third round was distinguished by the retirement of the Belvidere; the others maintained their relative positions, although the Bittern fell further astern. Very little alteration took place during the remaining four rounds, and the Myth received £10, and the Blanche, the entrance fees, although she came in after Vampire.

On the following day, the Commodore of the club gave a series of prizes for yacht sailing and rowing. Mr. Harvey was present in the renowned yacht Wanderer, accompanied by a large and fashionable party. The weather was beautiful, and the Broad was crowded with craft of all kinds, in fact, the pressure was too great and caused confusion occasionally. The second and third-class yachts started first, shortly after noon, all slipping from their moorings together. The entries were:—Second class: Belvidere, cutter, 9 tons, Mr. W. H. Clabburn; Vampire, latteen, 8 tons, Mr. W. S. Everitt; and Enchantress, latteen, 8 tons, Mr. H. P. Green.—Third class: Bittern, cutter, 7 tons, Mr. R. Morris; Osprey, cutter, 6 tons, Mr. R. Houghton; and Miranda, latteen, 6 tons, Mr. R. H. B. Humfrey. The Belvidere retired in the course of the second round, and the Bittern and Osprey also failed to offer any serious opposition to the remaining four competitors. The Enchantress led off at first, but was passed by the Blanche, which was never afterwards headed, and came in even ahead of the Vampire, the first of the second class, which had lost some little time in getting under weigh. Mr. Morris claimed the second-class prize, but to this Mr. Everitt, the owner of the Vampire (which will appear next season as a cutter-rigged vessel) refused to assent. The second-class prize accordingly went to the Vampire, and the third-class prize to the Blanche. The Hon. O. Lambert noted the close of the match as follows:—Blanche 1h. 50m. 10s., Vampire 1h. 55m. 30s., Miranda 1h. 56m. 41s., Enchantress 1h. 57m. 0s.

The Broad having been cleared of these competitors the first-class yachts started, the Belvidere again appearing, this time as an eleven ton yacht, while in the previous match she was entered for 9 tons. The other yachts entered were the Little Yankee schooner, 12 tons, Capt. Cholmondeley; the Rover, cutter, 16 tons, Mr. T. H. Palmer; the Marguerite, cutter, 15 tons, Mr. H. K. Thompson; and the Red Rover, cutter, 14 tons, Mr. S. Nightingale. This match was attended with a chapter of accidents, the Belvidere carrying away

her bobstay shortly after starting, and when she was making excellent way; while in the third round the Marguerite carried away her mast, the stick breaking completely in two. The Red Rover also lost her bowsprit shrouds towards the close, and retired, so that the match was eventually restricted to the Rover and the Little Yankee. The fine lines and graceful rig of the latter were much admired; but the cutter appeared to be more readily handled and obtained a very decided lead. The match closed thus :—Rover 4h. 5m. 10a., Little Yankee 4h. 12m. 21a.

The Rover had to allow the Little Yankee 2m., but even then she had an advantage of 5m. 11s.

The remainder of the afternoon was devoted to rowing matches, duck hunt, pig chase, swimming, and other aquatic amusements.

REEDHAM REGATTA.

A REGATTA in which the prizes were given by Mr. T. H. Palmer, of Norwich, took place at Reedham, on the Yare, on Tuesday, August 27th. The first prize was a silver tankard, and was competed for by yachts of the Norfolk and Suffolk Yacht Club. The course was from the iron bridge which carries the Lowestoft branch of the Great Eastern Railway over the Yare, to Hardley Cross and back, in all about three miles; and this distance was traversed four times, so that altogether twelve miles were sailed. There was a nice fresh breeze from the S.S.W. The competitors were the Red Rover, cutter, 14 tons, Mr. S. Nightingale; the Myth, cutter, 9 tons, Mr. R. J. H. Harvey; the Rover, cutter, 16 tons, Mr. T. H. Palmer; the Alabama, cutter, 14 tons, Mr. E. S. Trafford; and the Wanderer, cutter, 14 tons, Mr. R. J. H. Harvey. The start took place at 1h. 55m., and the Wanderer led at first, but after about half a mile was passed by the Red Rover, which afterwards gradually drew ahead of her competitors. She completed the match at 3h. 32m., the Alabama and Wanderer following 4 minutes later, while the Rover came in at 3h. 36m. 25. The Myth did not complete her course.

A match for wherries, a craft peculiar to the Yare and neighbouring streams, was afterwards proceeded with. The prizes offered were a teapot, coffee pot, sugar basin, and cream jug; the master of the wherry coming in first being entitled to select a portion of these articles, while the remainder went to the second. The course was the same as in the first match, but only two rounds were sailed for the first prize, the winner then lying to and leaving the others to compete in two other rounds for the second prize. The competitors being rather large craft, while the river is not very wide, the various boats had the greatest difficulty in rounding the flag near the railway bridge, the more so as they were all close together. The British Queen, of Reedham, was leading at this point, but got aground, as did two of the others. The first to extricate herself from the somewhat ludicrous embarrassment was the Meteor, of Surlingham, which then acquired and maintained the lead,

winning by a respectable distance. The Harriet, of Strumpshaw, was second: The first prize accordingly went to the Meteor. The weather was wet early in the day, but the afternoon was tolerably fine.

WELLS-NEXT-THE-SEA REGATTA.

THIS event took place on Tuesday, August 28th, and attracted, as usual, a very large attendance. The beautiful gardens of Holkham Hall, the seat of the Earl of Leicester, Lord-Lieutenant of Norfolk, were generously thrown open to the public, and a large number availed themselves of the privilege of inspecting them early in the day. The weather was intensely hot, and there was scarcely any wind in the morning; fortunately, however, a light breeze sprang up about two p.m.

The start in the first match, which was between pleasure boats of any rig, for a piece of plate of the value of seven guineas—the second boat receiving three guineas—took place at 2h. 50m., the following contending:—The Fancy, 20 feet, Mr. Haycock, Wells; the Cuthbert, 18 feet, Mr. Smith, Wells; the Echo, 16 feet, Mr. Dewing, Burnham; and the Volante, 14 feet, Mr. Ellender, Wells. The Fancy took the lead at first, but having grounded was distanced. The contest between the Echo and the Cuthbert was well sustained for some time, but the Cuthbert having grounded the Echo acquired a decisive lead. The first round closed as follows:—Echo 3h. 20m., Volante 3h. 22m., Cuthbert 3h. 24m. The Echo continued to lead in the second round, which she completed at 3h. 50m., the Volante following at 3h. 55m., and the Cuthbert at 3h. 56m. The first prize accordingly went to the Echo, and the second to the Volante.

The second match was between fore and aft-rigged boats, over a three mile course, the prizes offered being £2 and £1. Three started, viz.:—The Gipsy, 16 feet, Shreeve, Wells; the Lark, 16 feet, Shreeve, Wells; and the Dart, 17 feet, Jay, Wells. The first prize was won by the Gipsy, which had an advantage of 1m. over the Dart.

The next contest was a rowing match between boys in four-oared boats, the first prize offered being a set of guernseys for the successful crew, while the second boat was awarded five shillings. The competitors were the Ocean Wave, Powditch; the William and Anne, Green; the Rover, Shreeve; the Sally, Smith; and the Sambo, Rush; all of Wells. The contest was a sharp one between the Sally and Rover, but towards the close the former led easily; prizes accordingly.

The fourth entry on the programme was a match between four-oared boats for the "ladies' purse," the first receiving £2. 2s., and the second £1. 1s. The following started:—The Dart, Broughton, Goole; and the Lark, Shreeve; the Ocean Wave, Powditch; the Dart, Jay; the Gipsy, Shreeve; and the Ellen, Green, all of Wells. The course was one mile and a half, and the Lark led for some distance followed by the Ocean Wave. Ultimately, how-

ever, the Dart of Wells came up with the Lark, passed her, and continued to lead. The Lark accordingly had to content herself with the second prize.

Several minor rowing matches and a display of fireworks concluded the sports.

SAILING-BARGE MATCH.

THIS novel match, established by a party of gentlemen (Mr. H. Dodd, of the Prince of Wales Yacht Club, at their head), with a view of testing the speed and sailing qualities of the ordinary sailing barge, came off on Wednesday, August 26th, and would no doubt have proved most interesting in every way but for the facts that there was scarcely enough wind, and almost too much rain. The promoters of this match, then, thinking it would prove very interesting, assembled together on several occasions to devise the best means which should be employed for the successful development of the scheme, and as Mr. Dodd was a member of the Prince of Wales Yacht Club, it was agreed that they should have the charge of the match, while the barge owners themselves should canvas for subscriptions. The sum collected was not so good as had been expected, but still sufficient to enable the committee of management to offer prizes of £10, £7, and £5, to the first three barges, which was not a bad beginning, and the committee intend, we believe, doing the thing better next year. The following barges entered, viz. :—Emma, Mr. Lanfield; Claude, Mr. Hamilton; Unicorn, Mr. Hewitt; Alice, Mr. Farmer; Queen Caroline, Mr. Depeke; Mary, Mr. Rosher; Eliza, Mr. Cooper; W. H. D., Mr. Dodd; James, Mr. Robinson; and also one belonging to Mr. Mavett.

The principal conditions under which these were to sail was that they must be barges exceeding 50 and not exceeding 100 tons burthen, that only four sails be carried, viz. :—mainsail, foresail, mizen, and jib, those being their working sails; that no ballast be allowed, and that the hatches be battened down during the match. The other regulations were such as those under which yachts usually sail. The starting gun was fired at 1h. 45m. Previously to this it had taken some time to get the barges into anything like order, but at length they were arranged pretty evenly abreast of the Lobster at Gravesend. No. 1 station being to the southward, and this being the best, as the wind was S.W. at starting. Originally it had been arranged that they should round at the Nore, but as the wind fell light and the tide had done, it was found necessary to shorten the course, and the craft were accordingly signalled to go round the steamer, which came to an anchor near Southend Pier. They accordingly rounded in the following order and times, the last two or three having fallen irretrievably astern :—W. H. D. 4h. 7m. 25s., Mary 4h. 16m. 0s. Claude 4h. 18m. 35s., James 4h. 21m. 0s., Caroline 4h. 22m. 30s., Eliza 4h. 35m. 55s., Emma 4h. 36m. 55s., Alice 4h. 58m. 30s.

It will thus be seen that the W. H. D. had acquired a lead of nearly 20 minutes, and long odds were laid on her ultimate success. It was, however, anybody's race for the other two prizes, the Claude having literally thrown

away her chance of second by standing too long to the Essex shore previous to rounding, by which means the *Mary*, who had been astern, came round second. The rain, we had forgotten to state, began to descend heavily soon after the race started, and never ceased till after the match was over. The barges were, therefore, frequently hidden from view by the mist, and consequently the race home was a mere dead-letter. The *W. H. D.* it will be seen, however, maintained her lead right throughout, and the *Mary* preserved her position ahead of *Claude*, whom she left considerably astern, inducing the belief that, could she have got among the first lot early in the race, she would have done better. Both she and the *W. H. D.* proved themselves fine weatherly craft; and the race finished as under :—*W. H. D.* 5h. 50m. 30a., *Mary* 6h. 59m. 58a., *Claude* 7h. 7m. 35a., *James* 7h. 18m. 0a. The others were not timed.

The whole time occupied by the winner was, as will be seen, a little over five hours, over a distance of thirty-four miles, which gives a speed of nearly seven miles an hour, and, considering the fact that they had several boards to make, and had not much wind, the performance was very creditable, and has determined the promoters of this match to make it an annual affair.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this institution was held on the 2nd of July, at his house, John-street, Adelphi,—Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Sir E. Perrott, Bart., V.P., A. Boetefeur, Esq., Col. Palmer, High Sheriff of Essex; J. Griffith, Esq.; Captain Ward, R.N., Inspector of Lifeboats of the Institution; and Richard Lewis, the secretary.

A reward of £12 was voted to the crew of the Ipswich lifeboat of the institution, stationed at Thorpe, Suffolk, for putting off at midnight on the 11th June, and rescuing with great difficulty the crew of six men from the brig *Florence Nightingale*, of London, which, during a heavy gale of wind, was totally wrecked on Sizewell Bank, on the Suffolk coast. While engaged in the rescue of the shipwrecked men a heavy sea struck the lifeboat and carried away one of her brave crew, but he fortunately regained the boat by means of his lifebelt and a line. William Alexander, the gallant coxswain had on several occasions, in this and another lifeboat, been off to save life under very perilous circumstances. The institution voted to him its silver medal, in testimony of his valuable services as coxswain of the Thorpe lifeboat. The cost of this lifeboat was presented, about twelve months ago, to the National Lifeboat Institution by the residents of Ipswich. She has since, then been the means of rescuing two shipwrecked crews from an inevitable death, besides rendering important services on one or two occasions to vessels in distress during stormy weather.

A reward of £4 10s. was also voted to the crew of the society's lifeboat at t. Ive's, Cornwall, for going off and saving the crew of four men from the schooner *Azores*, of Falmouth, which, during a heavy gale of wind, had

stranded and afterwards sunk at the entrance of St. Ives, on the 12th June. The cost of this and of three other lifeboats was presented to the institution by a benevolent lady who has withheld her name.

A reward was likewise granted to the crew of the lifeboat of the institution at Rhoscyclon, near Holyhead, for going off and rendering important services to the barque *Diadem*, of St. John's, New Brunswick, which, during foggy weather, was observed in a disabled condition off that place on the night of the 27th June. The lifeboat landed four passengers from the vessel.

A reward was also given to the crew of the New Brighton tubular lifeboat belonging to the society, for putting off and rescuing the crew of six men from the schooner *Vigilant*, of Kirkcaldy, which was totally wrecked during a strong wind on Taylor's Bank, near Liverpool, on the 27th June. The lifeboat was towed to windward of the wreck by the steam-tug *Blazer*, and remained by the vessel some hours to see if she would float off or not, before the crew were taken off. Before the lifeboat had proceeded far on her return, the vessel was seen to capsize and become a total wreck.

The thanks of the institution, inscribed on vellum, were voted to Mr. John Long, agent for Lloyd's at Lymington, Hampshire; to Mr. William Webb, and Mr. James Webb, pilots; and £10 to be divided between the two pilots and three other men in acknowledgment of their gallant and persevering conduct in their pilot-boat in rescuing, at considerable risk of life, the crew of six men from the brig *Alabama* of Gloucester, which, during a very heavy gale of wind, was totally wrecked on the middle of the Shingles while running through the Needles passage on her way to Southampton. Upon nearing the distressed vessel the Salvors found it impossible to rescue the crew owing to the fearful sea, which ran so high as to break over the vessel's maintop, completely obscuring the poor men in the rigging, who were shouting for help and seemed frantic with despair. The crew of the pilot-boat, however, determined not to leave them, and stood off and on all night until the weather had somewhat moderated, when they succeeded, with great difficulty, in snatching the six men from an inevitable death.

It was reported that during the past month a new lifeboat and transporting carriage had been forwarded to Bude Haven, on the Cornish coast. The cost of the same and of the new lifeboat-house, amounting altogether to £600, had been munificently presented to the institution by the surviving children of the late R. T. Garden, Esq., of River Lyons, Ireland, as a memorial of their mother, the late Mrs. Elizabeth Moore Garden. The South Western Railway Company had, as usual, liberally given a free conveyance to the lifeboat and carriage to Bideford.

It was also reported that a lady resident in Exeter had forwarded the institution a munificent donation of £100; and the late Miss Tingcombe, of St. Germans, had likewise bequeathed the society a legacy of £10.

A report was read from Captain Ward, R.N., the inspector of lifeboats of the institution, on his recent tour of inspection of the Irish lifeboats. He stated that all the lifeboats on the Irish coast are now under the management of the institution, and that it had placed on every station a new life-

boat. Altogether the Irish lifeboat stations had cost the institution nearly £8,500.

Payments amounting to about £1,600 were ordered to be made to meet the expenses of the numerous lifeboats of the institution. The committee earnestly appealed to the public for continued support to enable them to meet the very large and increasing expenses on the 125 lifeboats of the institution. It was stated that each lifeboat establishment required about £500 a year to keep it in a state of thorough efficiency.

Another meeting was held on the 30th July, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Captain Sir Edward Perrott, Bart., Admiral M'Hardy, George Lyall, Esq., M.P., Captain De St. Croix, and Richard Lewis, Esq., the secretary.

A reward was voted to the crew of a fishing-boat for putting off and rescuing, during squally weather, the crew of five men from the brig Pelican, of Drogheda, which was in a disabled condition, off the Isle of Lamlash, on the west coast of Scotland, on the 26th June.

A reward was also granted to two fishermen for putting off in a small boat, and rescuing two out of four persons whose boat had been capsized during a sudden squall, near Kenmare, county Kerry, on the 10th June. A man and a woman had unfortunately perished on the occasion before assistance could possibly reach them.

The Carmarthen Bay lifeboat of the institution had put off with the view of rendering assistance to the French lugger Jean P. Baptist, which during very foggy weather had struck on a dangerous sandbank, on the night of the 22nd July. Fortunately, however, the vessel succeeded in getting off from her dangerous position, and afterwards proceeded on her voyage. The expense of this service, amounting to £5. 4s., was paid by the institution.

It was reported that the lifeboats of the institution had during the seven months of the present year saved 123 shipwrecked persons, in addition to assisting several vessels into port. The crews of shore-boats, to whom the institution voted pecuniary rewards, had also saved 216 lives, making altogether a total of 339 lives saved during the present year. For these joint services £648 18s. 2d. had been granted by the institution. It had also during the same period paid £7,055 9s. 1d. on various lifeboat establishments. The committee earnestly appealed to the public for continued support, to enable them to maintain the large fleet of lifeboats of the institution, now numbering 125, in a state of efficiency.

The silver medal voted by the institution to the coxswain of the Thorpiness lifeboat had been presented to him by the Mayor of Ipswich, at a public meeting held in the Town-hall on the 16th July.

It was reported that R. W. Hollon, Esq., and Mrs. Hollon, of Spellow Park, had presented to the society the cost of a new lifeboat, to be stationed at Filey, on the Yorkshire coast.

During the past month the institution had sent two new lifeboats to the coast—one to be stationed at Tenby, and the other at Lytham, Lancashire. The cost of these lifeboats had been presented to the society by benevolent

persons, and the several railway companies had given the boats a free conveyance over their lines to their respective destinations.

Messrs. Forrestt reported that the Government of Mecklenburgh had ordered them to build a lifeboat on the plan of the institution.

The trustees of the late Mrs. Adams, widow of the late Mr. Adams, naval and military outfitter, Plymouth, had kindly remitted contributions amounting to £100 to the institution.

Payments amounting to £1,250 having been made on various lifeboat establishments, the proceedings terminated.

Editor's Locker.

ON PURCHASE BLOCKS.

Dublin, August 18th, 1863.

SIR.—The importance of adjusting a purchase so as to distribute the strain as equally as possible over all its parts, is too well known by those who have the management of such, to require comment.

A very powerful purchase is composed of two thrice-fold blocks, but the manner in which the fall is usually rove, viz. :—commencing at the outer sheave of one block, and ending with the outer sheave of the other, is not correct, as it throws an undue amount of strain on the outer sheave of the upper block, and also upon one side of the strop. Now, as I happen to be acquainted with a method of reeving such a purchase by which the hauling part will come from the centre sheave of one block, and the standing part from the centre sheave of the other, thereby bringing the strain fair down upon both strop and block, (the advantage of which is obvious), and as such a method appears to be but little known and not described in any of the works on rigging that have come under my notice, I will endeavour to describe it.

The blocks (stropped in the usual manner) are placed, one, A, with the sheaves in a perpendicular, and the other, B, with the sheaves in a horizontal position, reeve the fall through the middle sheave of B, from left to right and up through the outer sheave of A, right-hand side, then through the upper *outer* sheave of B, from right to left and down through the left-hand outer sheave of A, then from left to right through the under sheave of B, and finish by bringing it up through the centre sheave of A, and as both the ends of the fall will be from a centre sheave, either end may be made the standing or hauling part, and there will not be any cross in the reeving.

As all yachtsmen ought to take a pride in knowing as much as possible of the various matters relating to their manly pastime, I beg to submit the above to them, in the hope they may consider it worthy their notice, and to yourself, that you may be pleased to give it a place in your excellent Magazine.

To the Editor of H.Y.M.

I am, &c., ISAAC WILLIAMS.

TO CORRESPONDENTS.—Several promised articles will certainly appear in our next.

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WRECK CHART OF THE BRITISH ISLES FOR 1862.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

• Signifies a casualty.

— Represents a Life Boat.

Scale of Nautic Miles.

10 0 50 100

Hamborough H.

HUNT'S YACHTING MAGAZINE.

NOVEMBER, 1863.

ROUGH AND SMOOTH WATERS.

BY A YACHTSMAN.

CHAPTER I.

ON the morning of the 17th of July, the third day of the Dublin Bay Regatta, we left Kingstown harbour in the good ship E——, bound along the east coast of Ireland, for the Clyde, intending to pay a visit to those waters, and in due course to return *via* the Isle of Man to Holyhead. The good ship E—— was built some eight years ago by an eminent Irish builder, (now no more,) she registers 18 tons, has a very smart appearance, and we found her an excellent sea boat: the crew consisted of your humble servant as Captain, a very sharp fellow as chief mate, and another hand "Bob," whose multifarious functions it would be difficult to describe, as it was perpetually, "Bob where are my boots"? "Bob hand me the tea-pot!"—and "Come Bob bear a hand with those jib-sheets." So that he was everything by turns, and could not well be anything long. Then his pantry was a marvel, and he could vie with Mons. Houdin in his resources; tea and tobacco; blacking and butter; marmalade and marlinspikes, were ever ready when required. The only other

person on board was our supercargo who weighed some 13 stone, he was invaluable at the halyards, not amiss as shifting ballast, on emergency could represent all hands up anchor, and last not least the very best of companions.

At 8h. 30m. we left the harbour with the idea of anchoring the night at either Loch Carlingford or Strangford, and apparently, in the harbour the wind was favourable to our project, but when off Howth we found that the nearest the good ship would lie was E.N.E., so we resolved to pay Douglas a visit instead of carrying out our original intentions. We had every stitch of canvas set on leaving Kingstown, but soon had to shift topsails, and shortly after as the wind became stronger to strike the topmast altogether, and so we continued heading rather to windward of the Calf, until about 2h. 30m. when the wind fell altogether, and we had a flat calm for about two hours, with a nasty sea kicking us about in all directions; we had, however, companions in misfortune for a short time, as we observed a large schooner yacht to leeward of us, having evidently come up while we had our first hour of calm, and a coasting schooner still nearer. We were none of us very long, however, idle, for the black clouds began to move again from the N.W., and we were shortly under a two-reefed mainsail and second jib: with this canvas the E— stood up manfully and walked to windward in a very creditable manner, when suddenly and to our dismay one of the weather main shrouds went with a sound most disagreeable to hear, the bolt which fastens the dead eye to the channel plates had parted. This was very unpleasant! 15 miles from Douglas, darkness fast coming on us, the sky looking more and more threatening, and such a fearful strain thrown upon the remaining shroud and the running tackle that the disagreeable alternative of carrying our mast away in endeavouring to make the Island, or of running back to Holyhead, after having come to windward about 65 miles of our course presented itself; we managed, however, by fastening some sort of preventer to the broken shroud, and by easing her of the foresail to keep the Calf Light just to windward of us; and after two hours and a half of very ticklish sailing, in a heavy sea and increasing wind, we were not sorry to find ourselves in smoother water, and fast closing in with Douglas Light.

Once in smooth water we breathed more freely, and we rounded Douglas Head without difficulty; and those only who have often

traversed, in small craft, the disagreeable sea in the neighbourhood of the Isle of Man can readily enter into one's feelings, at any time in bad weather, but more particularly in the crippled state that we were in, when thus suddenly jumping into smooth water. We tacked round a large schooner, at anchor close inside the Light, and it being high water accepted the services of a boat with a couple of hands to take us into the harbour, and with their assistance soon found ourselves safely moored by the quay on the port hand.

It was now one o'clock, Saturday morning, and Supercargo began to sing out for "sheets"; but after explaining to him that the jib and main were rather moist, and that the only dry ones on board were the stern sheets of the dinghy, he preferred railway wrappers and great coats to the only sheet, I had to offer, and was soon beyond the feeling of disappointment in the arms of Somnus. The next morning, or, I should rather say, the same morning, the wind being in the old quarter, *i.e.* dead on end for the Mull of Galloway, and the Paragon, 40 tons, coming in with four reefs in her mainsail, it did not take much consideration on our parts before making up our minds to stay where we were over Sunday, and as the weather was fine we took the opportunity of drying jibs and clothes, of doing Douglas and going over to Peel for the benefit of Supercargo, as we ourselves had done both on previous occasions. Of Douglas one need say but little, as it has been so often described, but one may safely say that it is a very good half-way house for yachts bound up or down channel, and that 'ere long it will be an infinitely better one, as a breakwater is now in course of construction, which will afford excellent shelter to vessels from all winds, and enable them to remain afloat at all times of the tide, whereas the great objection to Douglas at present is that a vessel must either run into the harbour where she will be high and dry, or to speak practically, "low" and dry, receiving all the dust, &c., from the quay, under which she must lie, or keep afloat outside in a ground swell with the possibility of having to ride out an easterly gale several hours, until she can enter the harbour.

Of Peel I may say the same, comparatively speaking, and altho' yachts do not now go there to the same extent, and never will, as to Douglas, a breakwater is in course of construction there also, which will afford excellent shelter for small vessels, and it would not surprise me to hear that when it is completed many a small yacht made Peel a resting place.

We made out the schooner that we had rounded by Douglas Head to be the *Circe*, 120 tons; she had left Kingstown a little later on the Friday than we had done, and must evidently have been the large schooner yacht to leeward of us when we were becalmed in the afternoon. The *Circe* as well as ourselves had found the wind very strong, and the sea very heavy, when nearing the Calf on Friday, night, and on comparing notes with an old hand on board, we considered that we had every reason to be proud of the performances of the little *E*—— on that occasion.

Having pretty well exhausted the sight-seeing at Douglas in the morning, we started for Peel, in an outside car, in the afternoon, and were well pleased with our visit to the old Castle: the day was fine, the drive agreeable enough, and the ruins exceedingly interesting. It was also very amusing to listen to the history of the place from the lips of its Cerberus, who was such a perfect automaton in recital that we are quite sure he could not have dropped an "if" or an "and" from the middle of the story without having to commence the whole tale afresh. Neither must one forget to mention the rocks of the promontory on which the castle stands, as they are very bold and striking, and it was certainly a fine sight to see the great rollers, caused by the breeze of the night before, come tumbling, surging and breaking over them in heavy succession.

On Monday 20th, with damages repaired and all plain sail, we started for Ramsay, leaving the *Paragon*, which we heard had found the weather so bad on Friday night as to run for Douglas from the *Copelands*, still aground astern of us. The wind was now quite moderate, but being in the old N.W. quarter it would not give us a chance of being able to get to the Mull of Galloway, which was our next point to make, under anything less than a beat of 18 or 20 hours, we determined therefore to stop a short time at Ramsay which we had never seen, where we should be 15 miles nearer the Mull, and to take a fresh departure from thence at a proper time of the tide.

With an off-shore breeze and flowing sheets "all went merry as a marriage bell," and after passing one or two of those snug and picturesque looking little nooks, which abound in the island, and the fine bold head of Maughold we made our port in time to save the tide into the harbour, which we were foolish enough to enter. We should have done infinitely better to have remained at anchor outside, as

with the wind at N.W. we should have been in perfectly smooth water, and in a far better position to have started at any hour of the tide in case of a sudden shift of wind.

Ramsay Harbour, like Douglas, is a tidal one, but much more difficult to get into, there are three right angles in it which are extremely awkward to navigators, amateur or otherwise, having the wind on end to enter, as you are obliged to carry plenty of canvas to bring you up to the first angle, when it must be sharp up helm, and you find yourself with free sheets and no time to take in sail before you arrive at the second angle, with every probability of seeing your bowsprit through some smack's side, or carried short off against the pier. We were fortunate enough to escape both these impending dangers, and after hearing some half dozen opinions from quay loungers as to the best place to come to, and of course being much puzzled and delayed by them all, we finally brought up alongside a Manx cutter full of coal, by no means the cleanest berth that we might perhaps have chosen, but with only six inches of water under us and an ebb tide we had no time to be particular.

After giving Bob certain culinary instructions we started off for the tower, which was erected to commemorate Prince Albert's visit to the locality some few years ago, and which standing on a high hill above Ramsay, commands a tolerably extensive view. On arriving at the tower I cannot say that we were particularly struck with the magnificence of the prospect; to seaward it was extensive enough, and we could make out in the distance the Mull of Galloway, Burrowhead and the deep inlet of the Solway Frith; but on the land side the view was nothing very particular, either in extent or beauty, the country round Ramsay having certainly not much to boast of in the shape of scenery; taking it altogether, however the view was well enough, and after the heavy pull up we enjoyed the quiet stroll back to the town down the hill side, partly covered with gorse and moss and partly with young larch plantation, making to my eyes the prettiest feature of the Ramsay landscape.

On returning to our quarters we had a long talk with the skipper of the Manx cutter, who was a fine healthy looking old fellow, and whose appearance according to supercargo, belied the tee-total habits that he professed. The old man was full of intelligence, and we gleaned a great deal of information from him about the tides on the coast, but his advice was not very valuable, as like all of his class he

had no idea of the capabilities of a yacht, measuring its powers of going over a tide with those of his own craft. Receiving his advice for as much as it was worth, but being very glad of the information that he had given us we left Ramsay a little before midnight, with the wind in the old quarter, hoping with a six hours' ebb, which sets from the South to the North, past the Point of Ayr, to make the Mull of Galloway about mid-day on Tuesday, and get to Loch Ryan before dark.

We took the precaution to reef our bowsprit as it had given us no little cause for anxiety on Friday night, and with second jib and whole mainsail we crept or rather ran along-shore towards the Point of Ayr, passing a yacht which we had no doubt was the Paragon at anchor. As we neared the Point the wind was evidently getting more squally, so we hauled down two reefs in the mainsail and sent her a clean full at the Race; and rough waters they were, and rough work it was without doubt. I hardly think that the ebb had begun to make, so that one had not the reason of the tide meeting the wind to account for the sea that was positively boiling in the Race. I suppose it was the north-west wind; but whatever the cause the effect was sufficiently disagreeable, and the waves would first strike us on the weather bow, then on the weather quarter, and again bubbling up over the lee rigging come tumbling on our decks, filling them to the rail of the bulwarks, when other seas would follow these in quick succession keeping our lee deck constantly full of water.

I have been a good deal at sea in various sorts of craft, but never do I remember to have felt a vessel shake as the E—— did, once or twice that night, and yet she is built far stronger than yachts of larger class are generally put together. I don't think that it was blowing hard, but nevertheless we might have pressed her with too much canvas, or the sea kicking about in all directions might have been too much for her, or it might have been that the weight of Supercargo, who having turned in some time previously was sleeping on the lee couch, made the E—— lurch more heavily than she otherwise would have done, or perhaps a combination of the three was too much for her; but be it as it may it was soon apparent that we had not power enough to make anything like weather of it in such a sea. We gave her some 20 minutes trial when we were obliged to "skeeaddaddle," being reluctantly compelled to admit that it was better to sacrifice any little credit we might have for perseverance,

rather than hammer away against a north-wester for another hour or more, half smothered in the Race, with the prospect of a fifteen hours' beat at the end of it. It was therefore up helm for shelter under the land, and away we went at a fine pace. The difference of motion soon awoke Supercargo, who was disgusted with our want of perseverance and attributed the failure entirely to his absence from deck. Plenty of wind and main-sheet to match speedily brought us to good anchorage where we came-to at 2h. a.m., to be ready for work again in a few hours.

Six o'clock on Tuesday morning saw us again astir, and right glad were we to find that a few hours had brought a complete change of wind from the old N.W. quarter to the E., we were not long therefore in putting Supercargo to the anchor, which was soon hove up and with second jib and whole mainsail we found ourselves once more making for the Point of Ayr, leaving the Paragon, which we found close to us, fast following our example. We now entered the Race under far different auspices to what we had previously done, a bright morning, a free sheet, and comparatively no sea, were brilliant contrasts to the dark night, the flat sheet, and the bubbling boiling sea of the night before, and I need not say were duly appreciated. The strong flood tide delayed us a good deal, and it was 11h. 30m. before we had fairly passed the Light House at the Point of Ayr, Paragon some little distance astern.

With a whole sail easterly breeze, a N.b.W. course, and another yacht in company, Tuesday passed agreeably enough; and at 4h. 15m. we were abreast of the Mull of Galloway, whose much dreaded race we found quite calm. Here the Paragon which had come up to us, bore away for the Copelands, while we hauled our wind alongshore. It was about six o'clock when we arrived opposite Port Patrick, where we were becalmed for more than an hour, the time, however, was not wasted, but profitably employed in discussing the merits of the few things that Bob had provided for us on the cabin table, and fortunate we were in not allowing this opportunity to pass without taking advantage of it, otherwise we should have fared badly on that day, as no quiet had we again until one o'clock the next morning. If I might here offer a passing word of advice to young yachtsmen while cruising, it would be not to lose such opportunities when they occur, as I know from experience that one is apt to say "we will wait until we reach such and such a place," whereas in a small cutter you never can possibly tell what an hour may bring forth, and that you

may not, by foul weather, be kept without substantial food for hours, and find yourself half exhausted when all your energies are most needed.

After dinner a light air sprung up from the East, which allowed us to creep along shore at the rate of about two miles an hour, and we made out a large yacht some mile and a half to leeward of us, under similar circumstances. We were not long allowed this sort of semi-calm enjoyment, as at 7h. 40m. the wind freshened and we had to stow away the topsail and take two reefs in the mainsail; this canvas just suited the breeze, and being to windward of our large friend, and consequently steering freer we made a capital regatta towards Corswell Point, for which we were both making. It was a far better match than either of the second yacht races at Kingstown, one of which was facetiously termed by an Irish paper as a "well contested match" though the two first vessels, of some 27 tons each, came in nearly an hour apart! However to proceed with my own story! our large friend gradually overhauled us, and a little to the South of Laggor Point was alongside, when, good naturedly coming to leeward he hailed us to know if we were from Kingstown, and at the same time complimented us upon our speed. Once to leeward the Stella, for so the large yacht proved, could not shake us off, and thanks to our being the weathermost vessel we stuck to her in a most surprising manner, considering the difference in size and her well-known qualities; without doubt it was our best point of sailing, and with a two reefed Lapthorn mainsail a couple of points free, smooth water, and as much wind as was good for her, the little E—— did smoke along, and so we ran neck and neck for Corswell, where we flattened our sheets for Loch Ryan and the Stella with a cheery "good night" eased her off for Campbletown. All this time our attention had been taken from the weather which had evidently, within the last hour, become wilder, and when we had fairly opened the entrance to Loch Ryan we found the wind strong at N.E., almost dead out of the Loch, and that we had our work cut out for us. I only wish that the person who writes for Quiggin his Almanac, and contributes, more particularly, the sentence that "Loch Ryan is of easy access," had been in our good ship, on Tuesday evening, when I think he would have made up his mind to qualify that particular sentence for 1864, as never was anything less easy of access than Loch Ryan was to us that night.

We soon found that we had too much muslin on the E——,

but with Corswell point only half a mile to leeward, a foul tide and a nasty sea we could not make up our minds to reef and shift jibs, and lose an inch of what we had gained, so we housed the foresail and thrashed away with the jib and mainsail. This was poor work, and altogether a mistake, as we should have done much better had we made up our minds to lose a little ground while shifting jibs and reefing, instead of standing on with such bad adjustment of canvas; nothing however could have behaved better than the little E—— did during the whole time that we were between Corswell and Loch Ryan, with only second jib and two-reefed mainsail, plunging bowsprit and nearly bows under, and while going but very slowly she never once offered to miss stays, and really bore the squalls, which came down from the hills at times enough to rip the sheets out of her in a manner creditable to a vessel double her size. It took us three hours to beat those few miles between Corswell and Loch Ryan and at length about 1h. 30m. on Wednesday morning we passed Carn Ryan Light, and luffing almost immediately, we dropped our anchor in 5 fathoms, 100 yards to the south of the few cottages forming the village, and whose whitewashed walls were excellent beacons for our guidance; and now we were not sorry to leave the wet deck and dark night for the comfort of our little cabin, as what with the small allowance of sleep the night before, and the long day just passed, we had had almost enough of it.

Wednesday, the 22nd, did not find us up betimes I must candidly confess, but the wind having veered to the old north-west quarter we lost nothing by our late rising, as I had no idea of beating across to Campbeltown, where we were bound, in the face of a nor'-wester in however mild a form it presented itself. A stroll on shore to see what could be procured for the commissariat, and a climb up the hill at the back of the village formed our morning's amusement, and I cannot say that we were gratified in either respect, as there was not more to be got from the village for our larder than to be seen in the shape of a view from the hill.

Loch Ryan is a fine sheet of water without doubt, and affords a certain amount of shelter, half way between the Mull of Galloway and the Clyde, which many vessels take advantage of, but the Loch itself is to my mind as uninteresting a looking lake as one may wish to see, the shores are flat, the fields small and badly cultivated, and scarcely a stick of timber is to be seen in its vicinity. It is possible

that being windbound with a cold north-wester, in a place where there was literally nothing to occupy one's attention, and where in such winds the anchorage is bad, may have contributed to assist one's impression on the subject, but I do not think under the most favourable circumstances that I could consider Loch Ryan worthy a second visit.

The town of Stranrear stands at the S.E. end of the loch, and we took advantage of a coach, which passes Carn Ryan every afternoon about 5 o'clock to pay the place a visit. The town is a tolerably good sized one, and a yachtsman can here get any thing he is likely to want; but it was suffering from the evening effects of a fair when we were there, and we were not sorry to turn our backs upon it.

On Thursday the wind was not only as dead on end for us as it had been the previous day, but there was also a fresh hand at the bellows, rendering it quite impossible for us to proceed, and raising such a sea at Carn Ryan as to kick us about so unpleasantly that we got the trysail and third jib on the E——, and ran her down to the harbour of Stranrear where we fully expected to find shelter. My worthy mate was for running down under the foresail only, but as I never like moving without being prepared for any contingency, I was a little obstinate and insisted upon setting the trysail, and it was fortunate that we were well prepared, as on entering the harbour, which we thought we had made good note of the previous evening when near low water, and ascertained that there must be water for us at almost any time of the tide, forgetting that it only rises some three or four feet, we saw two individuals standing on the pier gesticulating in a frightfully vehement manner and endeavouring to make us understand that we should make for the west pier, which thanks to our trysail we were enabled to do. Immediately we were within reach the same two individuals shouted for a rope, and hardly had we thrown them one when two or three ominous bumps gave the most convincing proofs of our being aground and in a most unpleasant predicament, as the pier being only composed of wooden piles let the water through like a sieve, and the sea being very rough positively threatened us with destruction; however, by sending the two hands on the bowsprit end, Supercargo to the stem, and having the aid of half a dozen men at the rope astern, we were soon in deep water again. Directly we were afloat our two friends slid down the pier and boarded us without ceremony, and we accepted their offers

of assistance to take us outside the harbour to the best anchorage that part of the lake afforded, and in a very few minutes we had our mud-hook down, some 250 yards to the north-west of the pier, where we left the good ship and proceeded on shore. Having the previous evening done the newsvender's shop, the butcher's, and the post-office, we now turned our attention to the baker's, the fishmonger's, and the Stranraer Alsop, and having well freighted Bob, and given him orders to have dinner ready by two o'clock, we started to stretch our legs into the country.

By the time we got back to the pier the wind had freshened to such a degree as to render our transit from the shore to the yacht in the dinghy a service of very considerable danger, and we began to discuss the wisdom of any such proceeding. In the midst of our discussion one of our morning's acquaintances made his appearance, and offering with another hand, to take us off in his boat, for a consideration, we gladly availed ourselves of the safer though dirtier transport. After a very tough pull we found ourselves again on board, and again kicking about as much as we did at Carn Ryan, so we resolved to send our friend's boat back with the other hand, and keep him on board as a pilot, in case we should determine to beat up to some quiet anchorage which, with the wind as it was, he assured us would be found in the north-west quarter of the loch. After dinner we considered that green pea soup, turbot, and stewed beef deserved a better fate than it might possibly meet with, while riding nearly bowsprit under at anchor, so we decided to beat the E—— up along the western shore to the place pointed out by our friend, and under trysail, reefed foresail and third jib, we were not long in bringing her to the north-west corner of the lake, where we found quiet and excellent anchorage.

The only way to stay in Loch Ryan in strong winds is evidently to beat up to the weather shore of the lake, whichever that may be, or the anchorage is villanous. I must here say a word about our pilot, as never was a more rough, ready, or ragged looking dog! he and his friend had evidently but one coat between them, or it had been pawned between morning and evening, as, although he had appeared in the morning with a great coat, he now appeared without one. His "uncle" may probably have been the true cause, as his affection for whisky was as unbounded as his powers of harmlessly imbibing it. He had great affection for a yacht also, though I am

bound to admit it was of a much more limited character than his love for whisky, but it was still so far unlimited as to bring him to the verge of exaggeration, as he was constantly admiring the good qualities of the E——, and particularly that of dryness, though while giving vent to his feelings he would be shaking the water off his back like a duck after a dive; he was as willing as a thorough-bred, hard as nails, and I am sure in a rough berth that he would be a great acquisition to a crew.

Shortly after we had come to our anchorage the wind moderated very considerably, so much so that we might almost as well have remained at Stranraer, but as we had experienced no difficulty in beating up, indeed we might have saved our pilotage and worked by chart, we were better underway than at anchor. Supercargo, notwithstanding the prospect of a perfectly quiet night resolved to walk to Stranraer, about five miles along the road, in search of a four-poster, so we strolled part of the way with him, and left him to pursue his journey after having made our arrangements for meeting on the morrow.

(To be continued.)

HOW WE PULLED DOWN THE RHINE IN 1863.

BY A MEMBER OF THE ROYAL THAMES YACHT CLUB.

HAVING resolved to begin our voyage down the Rhine at Strasbourg, we passed our boat, with little difficulty through the French Custom-house, (where by-the-by a certificate of English origin saves half the duty,) and transported her by luggage train to the scene of operations. The party formed for this enterprise consisted of myself and two friends, whom, as we answer pretty well to Mr. Doyle's representation of Brown, Jones, and Robinson, it will be better to call by those world-known appellations.

Jones is tall and muscular; Brown, though far smaller, a man of great activity; whilst Robinson possesses truly British weight and strength. Which of them has become chronicler to the expedition matters little to the public and must remain, for obvious reasons, a profound secret.

Had Messrs. B., J., and R. possessed the feeling of fear, or been in any way liable to Imperial displeasure, it must have made them anxious

to hear on their first morning in Strasbourg, a heavy tramping up the stairs of the Hotel and a loud knocking at the bed room door. Robinson was performing his toilette, with the aid of three small basins and minature jugs ; Jones was peacefully asleep hard by ; whilst Brown lay moodily upon his couch and thought of his free native land.—Enter to these, four French gendarmes with swords and cocked hats, also long boots. Behind this guard comes a dingy official carrying large book !—

Robinson, with his face in basin, “ Good-day, Sir.”

Dingy official responds appropriately.

Brown, from beneath his blanket ;—“ What want you here my friends ?”—N. B. Brown said afterwards that he remembered with a shudder the seizure of poor d’Enghien.

Dingy official sternly ;—“ Your names ?”—Clatter of swords from gendarmes who move up in support. Jones still slumbers.

Robinson faces the enemy, slightly draped ; Brown sits up resolutely in bed and glares at the foremost intruder. “ Your names ?”—this time louder. Brown, with great presence of mind, gives them distinctly.

“ Your ages ?”

Robinson ;—“ Twenty-five for two of us, twenty years for the other.”

Dingy official, with the voice of a stage tyrant ; “ Tis impossible ! All have the same age.”

First gendarme ;—“ Bon, very good ! Twenty-four years for each one.”

Brown, with a proud pitying smile of superiority, “ Yes, yes ! as you will, we are English.”

Second gendarme—“ ’Tis true. They are English !”

Robinson—“ Yes truly we are English, you have well said.”

All the intruders—“ Good-day, Sir.”

Exit man with book. Four gendarmes face about and march off. Robinson continues to play with the toy washing apparatus.

Now all this pomp and circumstance only meant that we were in a frontier town, where their names are still required from travellers. But the genius of the French police has a way of making small matters awful to the vulgar.

Upon a sultry August day, in the present year, our trio left the Strasbourg railway station in a sort of triumphal car, which bore the unromantic inscription “ *Chemin de Fer de l’Est, Petite Vitesse.*” A beautiful pair-oared gig, in Searle’s best style, occupied the centre of

the vehicle and her crew clung on, as they could, at the outside. It was very pleasant to be off at last, with the land journey accomplished and our boat in good condition ; to leave the stony streets of Strasbourg, rumble over the draw-bridges and obtain a less painful jolting upon the road beyond. A few drops of rain, with thunder growling in the distance, gave warning of bad weather ; but the Rhine was in sight and no one had the baseness to whisper even of retreat. On the river's bank an official presented himself, who forbade our further advance ; but he was completely silenced by some higher functionary from a window of the Guard House. The driver cracked his whip, on rolled the car, and in ten minutes more the London-built gig "Victoria," was afloat upon a creek that joins the main stream immediately below the Bridge of Boats.

A group of soldiers had collected to witness the embarkation, and they seemed much impressed when stuffing our outer garments into knapsacks already well-filled, we blossomed forth in uniform flannel ; which, need I say matched the ribbon of our straw hats. Everything was ready ; Jones and Brown grasped their oars ; Robinson seated himself as coxwain ; the military gave a faint cheer, their officer raised his cap ; our travellers muttered something about "*Vive l'Empereur!*" and off she went like a shot under the nearest arch of the railway bridge and away with wonderful rapidity past those formal rows of poplar trees and long embankments which here shut in the view. Such a racing current as we had in midstream—flood tides off Portland Bill are nothing to it ! The boat absolutely flew ! now round one corner, now round another, with sand banks and stumps, stones and bushes, agreeably interspersed along our way.

The rain descended in torrents, and when Robinson, who was not working, began something about "the mysterious Rhine", J. and B. couldn't be got to see it in that light.

Now we come to so sudden a bend that it seems like the end of the river ; a post in the middle drives us to one shore, a tremendous eddy sets us toward the other, a shoal appears stretching right across the stream, the pebbles glance under us like lightning. "She touches ! Sit still all !" shouts Robinson, looking far from comfortable, B. and J. need not the warning, they remain immovable, as the Victoria rattles forward, with a disagreeable scraping sound under her keel. "Deep water again, Hurrah !" and we slip along faster than ever.

An occasional sentry in his long blue cloak could be observed to our left, guarding the French shore ; and a few roughly made country boats appeared under the German bank. But we were surprised at the utter

loneliness of many reaches in which nothing was visible, but poplar trees, above the grassy sides of the river. All hands were very wet and hungry when our first flying bridge came in sight. These machines are dangerous obstacles unless avoided in time. Ten or twelve boats, chained together at intervals of thirty yards, form a tail behind one vessel secured in mid-channel. At the end of this tail is a barge to carry passengers, and the whole concern swung slowly across by the action of the current, causes much anxiety to river pilots.

The Victoria's crew found themselves in a "*cul de sac*" formed by the above named bridge as it touched the French side. To turn or stop her we had not time, so Brown crouched very low and R. was doubled up to avoid strangulation. We darted under the last chain, which actually touched our backs ; and then, putting on a final spurt, came to land near the ferry boat. Some good-natured "*douanier*" took charge of our little craft, which was lifted out and placed upon the top of the bank. Be it here observed that we were obliged, for fear of accident, to perform this latter measure every evening of the voyage. A walk of twenty minutes down an avenue of the inevitable poplar, brought us to Selz, where we refreshed ourselves after our toils at a comfortable little inn near the church.

The next day was warm and sunny. We started early, making a long stretch to Mannheim. The river is somewhat less rapid below Selz ; but still has many shoals and no beauty of scenery. Brown was steering as we passed the German frontier, and so unpretending is the Guard House that we only noticed it through the screams and gesticulations of a group on shore. It was provoking that they had not given tongue sooner, for the short distance lost in turning cost us ten minutes hard pulling to regain. Our sacks were examined and the head man wished us "Good-morning"; his subordinates remaining rooted to the spot with speechless astonishment. They were soon left out of sight, as we darted round the next corner ; and no other officials of any sort came across us until we quitted the country.

The first bridge of boats was another sensation. Brown screwed himself up to a pitch of reckless audacity and charged it full speed. As the pontoons are moored side by side, with openings of six or eight feet, it is necessary to look sharp with your oars, when the word is given for unshipping them. On this first occasion, as on all others, we were ready in time and soon came to regard the bridges as our best amusements.

The Neckar was so low that we did Heidelberg by train : saw the ruined castle, properly appreciated it with the help of Murray and Bulwer, returned to Mannheim and slept down that evening to Worms.

Before reaching this place the Victoria was dragged on to a sand-bank for a thorough washing. Behold us then encamped near the water's edge, our various property heaped up on one hand and the boat being cleaned on the other. Robinson sees a steamer approaching, he warns J. and B. of the fact. We rush to our store and carry the things for safety further up the island ; but the steamer has passed and her wave nearly swamps us, in spite of every effort. One catches up the bags, another the oars and cushions, and R. with noble disregard of self, is wetted to his knees in retaining our boat. Presently this artificial storm abates ; and the expedition, re-embarking, finishes triumphantly its day's work.

Worms at the present time is a very noisy garrison town, with nothing to show of interest but a cathedral. Hotel accommodation wretched. Jones professed himself disgusted with their celebrated *diet* ; but was hurried away before he had time to perpetrate anything worse. We had gone a few miles when Brown, with a look of horror, missed his coat. All three then recollected distinctly having seen it upon the bank at starting, and R. undertook, with a sardonic smile, to reach Worms on foot before either of the others could scull "her" back up stream. His offer was in part accepted ; and, whilst the gallant pedestrian pounded away over the bare open country towards the cathedral towers, his companions crept slowly back in shore. A native boat punted by one man, offered to race them and actually kept up with the indignant Jones for several minutes ; but Brown could soon report that their antagonist was winded and J. shot ahead directly after. This pleasing episode, together with a hearty luncheon under some willow trees, served to kill time until Robinson returned, bearing aloft the missing coat.

We now set off with a will to make up for the delay and were near Gernsheim when, a heavy thunderstorm overtaking us, we landed for shelter at a large building yard. The number of vessels to be met with, from hence, upon the Rhine is considerable ; though not so great as we had expected. These shipwrights examined our boat very curiously and would scarcely believe so slight a thing could be of any use.

The air was cool and pleasant when this storm abated, and we pulled past Oppenheim in great style to avoid a swing bridge, which was crossing towards us. The handsome railway works of Mayence came in sight first after sunset ; and it was quite dark before our own boat was moored in the dock of Castel. Next day we took an early train to Frankfort ; reached that city without accident and lionized it in a few hours. The streets were full of soldiers and officers in gay uniforms, market women, Jews and peasants—a very animated throng. We

moved through the crowd, arm in arm, attracting general attention, less it is to be hoped, from the eccentricity of our costume, than from the native nobility of deportment which—but the reader's feelings should be spared.

Brown, becoming separated from his friends in the Kaiser Saal, wandered to the river-side. A shady road carried him past several fine houses, and presently a carriage drew up before one of them, depositing an elderly gentleman of dignified aspect. The bystanders seemed much impressed. "Who is it?" enquired Brown politely of his nearest neighbour. "A king!" was the reply, "but I know not which." Royalty was, indeed, at this time a drug in Frankfort. In the meanwhile J. and R. returned to Mayence, visited its cathedral, now undergoing restorations of a gorgeous description, and then crossing by a long bridge of boats to Castel, launched the Victoria. Everything was put on board, and they stretched themselves peacefully in the shade of a barge to wait for Brown, who presently appeared marching slowly beneath the shade of an extensive umbrella. Picture to yourselves the joy of a reunited crew, and then imagine us once more upon our way, shooting the bridge of boats by the only passage without a dangerous loop of rope across it, and skimming onward, over a broad lake-like sheet of water, shining in the purple glow of evening, and with sounds of life from either shore floating dreamily over its surface!

The Rhine is very wide at this part, and there are some fine country houses upon the right bank. One of them has a boat-house with a fanciful little sloop moored therein, the only attempt of the kind that we observed during our voyage.

From Winkler to the Bingen lock was accomplished next morning in half an hour, and here the expedition halted, that R., now called the "marine," from his frequent land-service, might walk forward to reconnoitre. Murray had alarmed us with his account of these rapids, which one of the party, who had done them by steamer at a time of flood, rather confirmed than otherwise; but Robinson reported "all jolly ahead, water very low and nothing to hurt!" So, at it we went, kept out of the breakers and were carried, like Jonathan's "gessed lightning," past all danger before there was time to look round. Brown who steered, had expected his hair to turn grey at least, if not white, under such a load of anxiety; but the change did not take place at that moment and it is hoped may be deferred for many years. Be it remarked that the generous fellow will, on receipt of ——— postage stamps, communicate the secret of his pomade.

We lunched at Kaub, whose old tower in mid-stream must have been

a strange retreat for royal mothers of former days. The scenery is so well known from this point downwards that I will not attempt any description. Of old castles, vine-clad slopes and picturesque villages there are dozens, and one of us pulled sculls in turn, that the others might enjoy at their ease, each charming prospect as we drifted quickly on. The true Rhine land of song and story was before us, making Jones Byronic in his allusions and warning Brown to inveigh against French ambition, which has smashed every building on both sides of the river; though, as Robinson suggested, these same destructions have left us both ruins and their historical association. The "marine" was threatened with expulsion if he didn't "shut up," whilst B. and J. continued to dream of by-gone feudal magnificence.

Of the whirlpool under the Lurlei cliff we saw nothing; but the Seven Sisters, near Ober-wesel, should be carefully avoided. Keep close under the right bank, for there is a current setting very strongly across these rocks. It began to rain below St. Goar, so we landed at Hirzenach, and took shelter at a fourth-rate hotel that deserves not to be further particularized.

A railway on both shores and frequent steam tugs sending forth clouds of black smoke certainly diminish the romantic and traditional character of Rhine scenery. What with continual whistling, puffing and other familiar noises the traveller, especially at night, might fancy himself near Gravesend; but by day, there is a grandeur about the hills and cliffs which frown above you, and a beauty in the swift river flowing between vineyards and forests sufficient to carry off any amount of ugly civilization.

So at least we thought, next day, as leaving the massive towers of Marksburg behind her, the Victoria was pulled steadily towards Coblenz; with a bright sun lighting up the wooded slope of Stolzenfels. An iron railway bridge is being constructed at Coblenz; but they leave plenty of room for navigation, so we "put it on" for the benefit of all present, going past the hotels, steamers, quays, Ehrenbreitstein and Prussian garrison at a great pace round into the Moselle—and laid her up for the night at a convenient timber yard near the swimming bath. We patronized this latter establishment, found it very deep so that even Jones could safely take a header, but muddy and dear. Resolved not to go there again and entered Coblenz by the old stone bridge.

It was a lovely evening, so after dinner we visited the forts and had a view over miles of surrounding country. The air was in fact almost too clear, boding ill for to-morrow's weather. We looked out on the following morning into a muddy dripping street, and were thoroughly

drenched before reaching the boat. So fiercely blew the wind that it was difficult to get clear of innumerable timber rafts, and, when we did find ourselves upon open water, one of us suggested an excursion up the Moselle, to try the force of its current. He who spoke was a great warrior in the canoe of his college, and the other two listened approvingly. Under the old bridge we pulled with ease, then, with greater effort passed the railway viaduct, and arrived, before long, at a rapid so strong as to bar any further progress. For several minutes Brown and Jones did all they knew, but it was useless, and they were washed back to Coblenz completely winded by their exertions. A gale blowing right ahead was some excuse for this failure; and we comforted ourselves by the thought of a long run that afternoon. At first, with a fair wind, the boat did pretty well, although she had waves of considerable size to encounter; but soon we had it in our teeth and were compelled to creep along shore for fear of being swamped. We landed for luncheon on a stony point above Andernach. Some trouble was here caused by the swell of a passing steamer, which nearly broke the *Victoria* adrift. Presently three Germans appeared in a heavy native boat, paddling wildly against wind and tide. They touched the bank near where we lay and two of them approached us, stood for a moment gazing intently, and then, without a word in answer to our greeting, strode away towards the town. It is a pity that these people, with their many good qualities, have so little outward polish.

The rain and wind became less as we entered another piece of fine scenery. Occasional patches of brightness lit up Hammerstein and Erpel, while the Drachenfels burst upon our view in a gleam of yellow sunshine, made all the more vivid by inky masses of cloud behind it. We lay on our oars to enjoy this glorious prospect, and Jones was with difficulty restrained from relapsing into Lord B. "Worth coming all the way for this bit alone!" was the general feeling, and we were sorry to be drifted so quickly to our resting place.

Very good accommodation on reasonable terms at Rondorf: we rose with the lark and ascended the mountain. A guide offered himself and persisted in accompanying the party, though Brown had, with freezing dignity declined his services. We scrambled up at a great pace through muddy lanes and slippery footpaths to the summit, whence the view was that morning remarkably good;—the whole Rhine valley, from Cologne to Andernach, being clearly visible, with many leagues of country on either side. We did not write our names in blue paint conspicuously upon the ruined castle and all initials similar to ours are vile imitations. How travellers can have the bad taste thus to disfigure a really beautiful

spot is a mystery which we did not attempt to solve ; but descending to the river, continued our voyage against a strong westerly breeze. Had a hard pull to Cologne, shot the Bridge of Boats, and landed a mile further down the left bank.

We lodged at the Hotel du Dôme, the better to examine their progress with the cathedral restorations. Brown and Robinson were sight-seeing next day, when Jones made his great purchase—a bottle of real Jean Maria Farina, at something less than half its value! He was duly congratulated by the others when they met, and we soon after marched down to our boat amid cries of “Oh yes!” reminding us of the chaff to Englishmen in Paris. Brown had a theory that foreigners intend to convey by these words a suggestion that you act as Town-crier when at home. J. and R. felt this idea to be absurd, but remained politely silent, and thus they reached the Victoria. The wind was now furious with torrents of rain ; we had a dismal journey to Dusseldorf, landing twice by the way to clear our boat of water.

On halting for the night the town last named had been left several miles behind, in fact we were overtaken by darkness at a lonely bend of the river, and there was nothing for it but to place our oars and cushions in the first convenient barn and then wander on to Buderick in search of lodgings. The crew were delighted next morning to find everything uninjured. We started early and had another dark windy pull to Rees, a town on the frontier. Large fleets of sailing barges met us during the day ; but the river is dull and uninteresting below Cologne, and we were glad to leave Rees, after one night's sojourn, and enter Holland by nine o'clock next morning.

A cluster of dredging machines in mid stream, with the Prussian flag flying over them, marked the boundary of Germany ; whilst a guard-house on the shore claimed our attention by loud shouting. We had some difficulty in persuading the officials to let us proceed, for they took a political view of the case and required passports. R. was marched off as a hostage, leaving his friends sitting disconsolate in the boat ; but after signing something he did not understand and promising to behave well in future, the “marine” was liberated. We continued our voyage to another station-house, where some very husky Dutchman beckoned us to approach, made a number of unintelligible remarks, and finally, waved the Victoria a polite adieu.

Thus safely passing the frontier we arrived at the junction of the Rhine and Maas. From this point there is no single stream so wide as the river higher up ; the branch by Arnheim, which we selected, being very small and shallow. An air of bustle and prosperity surrounds you

whilst traversing Holland. We passed some thriving town or village, every few minutes, and threaded a continuous fleet of bluff-bowed sailing vessels, whose captains were civil enough to raise their hats on meeting our boat. The coxswain's duty in answering these salutations became rather burdensome ; but of course we were not to be outdone in good manners. Brown declared that he must be mistaken for some member of the reigning family ; Jones thought it owing to respect for England, and Robinson, with more probability, supposed that we had a look of Canal Inspectors or Government Engineers.

Rested that night at Rhenen, where we had much difficulty in explaining our wants at the Inn. Brown tried the deaf and dumb alphabet which, with gobbling for dinner, snoring for beds, and other vigorous acting did well enough. At length a man appeared who spoke French, he told us that some Englishmen had been here three years before, with an outrigger, which may account for the heavy bill presented next morning. Jones, as honorary treasurer to the expedition, announced with gloomy visage that we must speedily quit such a country or become bankrupt. Made accordingly a long stretch to Schoonhoven. Wind strong against us ; but the river too narrow to be dangerously rough. Our boat was only once filled and we easily ran her ashore.

We found Schoonhoven greatly excited, a fair being held in its principal street ; Robinson discovered a very quiet hotel, with a landlord speaking French. We dined undisturbed, and then strolled about the town, until ten o'clock, amongst hulking young Dutchmen in pilot jackets, and rosy cheeked girls with white caps and gold ear-rings. The fun was uproarious, one tune being continually shouted, and more than half the people appearing "screwed."

We returned to our "quiet" hotel! Fancy our dismay on finding it brilliantly illuminated, a ball was to take place that night! "Perhaps an early affair," said Robinson, believing in his snug hostelry. Alas! the truth must be told: they kept it up in wooden shoes until sunrise, with that one dreadful tune the whole time ; and we watched them in despair from the first floor landing, too tired for joining in the dance, and yet unable to get a wink of sleep. Oh! Robinson, old fellow, how could you believe in the hotel at Schoonhoven?

The following day's voyage was saddened by being our last. Sea-going ships soon appeared upon the river,—a British schooner hove in sight under all sail, with her national colours hoisted, on the strength of which touching event we bore patiently from Brown an effusion to

"The Flag that braved."

In another half hour the busy quays of Rotterdam and its crowd of

shipping rose to view. Our pleasant fortnight was over, and the Victoria was that evening in charge of the General Steam Navigation Company.

I will not give any description of the homeward voyage, nor tell who bore it best, who suffered worst;—a question of far greater interest to most people being the cost of such an expedition as that just narrated. The expense of living down the Rhine must depend, as everywhere else, upon the style in which you do it; but, for taking a boat like ours to Strasbourg and bringing her through to London, something under £20 is all that future navigators will have to fear.

OUR SUMMER'S CRUISE—1863.

BY A MEMBER OF THE ROYAL LONDON YACHT CLUB.

MR. EDITOR.—If the following account of a cruise this summer, is deemed by you worthy of insertion in your Magazine, I shall be amply repaid for the labour of writing it, by the thought that it has perhaps served to wile away one small half hour of the tedious winter season, when our yachts are laid up in dock, or on the mud, we are compelled to fall back upon reminiscences of past, or plans for future cruises. Not being a literary character and far more accustomed, and indeed inclined, to handle an oar or a rope, than a pen, any shortcomings in the way of composition or grammar, must be overlooked by the indulgent reader.

Monday, July 20th.—Started from London Bridge Station by train, and arriving safely at that extraordinary village—Erith, embarked at once on board our little ten-tonner the C——, but the tide running up and there being very little wind, found it impossible to get underway until 2 p.m., so to occupy the spare time I will describe the passengers—two in number, the owner and his friend,—the former being the writer of this effusion, can hardly be expected to describe himself, so will pass on at once to his companion, but here another difficulty occurs, for this gentleman being of a retiring and modest disposition would feel excessively hurt if the description was sufficiently accurate to enable his friends to identify him; we will, therefore, call him the Artist, from his constant employment during the cruise being the drawing of skeletons in a book, which he called studying anatomy; in the prosecution of his studies, however, he generally managed to daub his fingers all over ink, which was then immediately transferred to the yacht's deck, to the intense

delight of the skipper, who with another hand, whom we will call the mate, constituted the crew. On the tide turning at 2 p.m., we slipped from our moorings, and without any adventure anchored off Southend pier at 7 p.m. for the night. The artist already tired I suppose of the confinement, insisted upon going for a walk, he was consequently landed on the pier head, whence came an hour afterwards a feeble hail, which we found to proceed from our friend, who was almost exhausted by the journey to the town and back.

Tuesday 21st.—Got underway at 4 a.m. with a fine breeze from S.S.W. closely followed by three larger yachts, all bound like ourselves for Harwich, with these we had a fine race all the way to the Wallet, where we were passed by the two cutters, but the schooner, with a tremendous square-sail did not succeed in catching us, until abreast of the Naze, which caused us little'uns to crow immensely. We anchored in Harwich harbour about 2 p.m., and found a whole fleet of yachts, amongst whom we recognized the Mars, Gloriana, Surge, Syren, Audax, Alexandra, Intrigue, *cum multis aliis*, by the way, speaking of this latter vessel is there no means of punishing her owner for having the bad taste to give her such a name! Why it is worse than "Emetic," and that's bad enough for a yacht. The afternoon turning out rainy we fully realized the delight of yachting in wet weather.

I forgot to mention that on the voyage down, the artist produced a fine life-like skeleton which elicited universal admiration, I am sorry I cannot say the same for a few ink spots on the deck and on the cabin table cloth.

Wednesday 22nd.—Harwich regatta,—which, as it has been fully recorded in the pages of this Magazine I will not attempt to describe; the wind blowing too strong for us to get underway we landed and walked down to the lighthouse, whence we had a view not only of all the yacht races; but of all the sports on the Green; at their conclusion we went on board to tea, and during that meal I was thunderstruck by the artist informing me that very important business would necessitate his going up to town by the boat next morning; nothing I could say in opposition had any effect, but I afterwards discovered that the steamer carried a very pretty stewardess, and this I firmly believe was the cause of the artist's sudden journey to town.

This evening we were much annoyed by the behaviour of a very ugly and dirty screw yacht, which in steaming about the harbour managed to pick up a fishing smack's moorings with her screw, and in this helpless condition drifted down athwart hawse of us, her crew managed by letting go their anchor to avoid any serious collision with us, but refused

to do anything more, knowing that as ours was the smallest vessel they could not come to any harm, and it was only by fetching the Harbour-master to them that we could get them to run a warp out to a yacht lying outside to spring their head off, that enabling us to get our anchor to move out of their way. I may add, that the Captain told us that he had no warp on board, yet when the harbour-master came he managed to find a very good one, and farther to show his disposition, while we were ashore for the harbour-master, he let go the smack's anchor that he had previously weighed with my mate's assistance, in order to avoid being obliged to get underway again to give us a clear berth. I do not know the Owner's name, but hope that this will meet his eye, that he may know what sort of a Captain he is blessed with, for I know no yachtsman, worthy of the name, that would sanction such improper behaviour.

Thursday 23rd.—After seeing the artist off by the steamer I went up to Ipswich to see the regatta there, but arrived too late to get on board the steam-boat that accompanied the yachts, so I amused myself with a ramble through the town, and was much struck with the size and importance of some of the shops.

Friday 24th.—Underway at 9 a.m. with a fine breeze from N.W just enabling us to lay our course for the Maplin, off which light at about 2 p.m. we shipped two or three very heavy seas: at 4 p.m. we were abreast of the East Oaze buoy when the wind having moderated somewhat we resolved to run for Ramsgate, instead of bringing up at Southend for the night: we passed the Long Nose at 7 p.m., but in consequence of the foul tide it was 9h. 30m. before we reached Ramsgate harbour, where we moored in the west gully for the night.

Saturday 25th.—Took a trip over to Margate in the morning and found it as full and as aristocratic! as it usually is at this time of year. On my return finding the crew had got the yacht into the basin for a quiet Sunday, I strolled on to the pier and up to the railway station, in hopes of meeting the artist, who had faithfully promised to join me here this evening; but was doomed to disappointment for he did not come, so after another stroll turned in disgusted with mankind in general, and the artist in particular. About twelve o'clock, however, I was awoken by a step on deck, and on looking out found it was the long-expected one arrived at last: it appeared he had arrived by the last train, and placed himself under the guidance of a man who professed to know where the yacht was moored; but he had not noticed our move from the gully to the basin, consequently our friend was led about an hour's walk down each pier,—on board of a French yacht, much to the consternation of her

owner,—and it was only on enquiry being made of a policeman that our whereabouts was discovered.

Sunday 26th.—To church in the morning, and dined at the Albion with some friends who were staying here.

Monday 27th.—Hauled into the harbour at 7 a.m., and made fast to the quay till the tide turned to the westward. The artist suddenly requested leave to go ashore, which being granted, he immediately disappeared: some time elapsed, and the crew waxed impatient, "hoping the gentleman wouldn't be long;" and I began to consider the advisability of leaving him behind as a punishment for his delay, when at last he hove in sight, bearing proudly in his hand a pair of immaculate white canvas shoes, elaborately got up with crimson strings and leather pepper-box tips. It appears that he had become envious of the pair I wore, and had resolved to outshine me in this respect on the first opportunity. And here let me recommend all yachtsmen to try the canvas shoes with india-rubber soles as sold at Cowes, they are far superior to leather soles, for it is impossible to slip with them, however wet the deck may be, they also keep the feet dry without obstructing perspiration, the upperworks being composed of canvas, and from the flexibility of sole give a far superior foot-hold to any one engaged aloft, and finally they are cheap. We left the harbour at 11 a.m. and meeting the tide off Dover brought up in the bay, at 4 p.m., and derived much amusement from watching the artillery practice from Dover castle at a floating target. We got underway again at 11h. 30m. p.m., wind very light from the southward, almost a calm.

Tuesday 28th.—7 a.m. abreast of Dungeness, saw a Dutch pilot cutter and two steam tugs at anchor under the lee of the spit, where we were soon carried by the tide; what little wind there was leaving us at this moment, let go our anchor for an hour, when the tide turning we were again underway, wind very light. The sun being very bright we got all the cabin cushions, blankets, &c., on deck, and gave them a thorough airing; this, and trying to drag wet ropes over the artist's white shoes, served with some reading to pass the morning. At 4 p.m. we were off Hastings, and finding on dropping the lead, that we were going back to Dungeness, let go our anchor to ride out the tide: 6 p.m. a light breeze springing up from N.W. got underway again, opened Beachey Head Light at 9 p.m. and then turned in.

Wednesday 29th.—On coming on deck at daylight found we were only a few miles to the westward of the Head, with thick haze and light breeze from the eastward, let the crew turn in for a sleep, which they wanted, having been up the best part of two nights. At noon were

abreast of Brighton, and finding that we were running short of bread ran in and hove-to off the pier, and sent the mate and artist ashore for a supply: at 4 p.m. were abreast of Worthing, and the artist suddenly insisted that he could see the French coast on our port beam; on being told that it was Cape Flyaway, he retired disgusted to his skeletons, of which he had produced an extraordinary assortment during the last two days, and registered a solemn vow that he would make no further endeavours to master the mysteries of the sea. At 7 p.m. were abreast of Littlehampton, when the wind heading us there was no chance of our saving our daylight through the Looe, and not liking the idea of a night journey round the Owers we resolved to run in, although none of us had been in before. At this moment the P—— screw yacht passed us, but were cruelly deaf, or rather blind to the quiet hint we gave them by holding up the end of a rope; we were close in with the harbour's mouth, but could not see the tide signals that are given in the "*Channel Pilot*," (I suppose they only show them when they expect a vessel in.) Failing these we went straight at the harbour, and were no sooner between the pier-heads than we were shot in like out of a gun, so great was the velocity of the tide, and nearly into a collier, but fortunately letting go our anchor underfoot it caught some chain across the harbour, brought us up all standing and so saved our bowsprit. We had some difficulty in getting our anchor again, but having at last succeeded we dropped up a short distance higher, and made fast to a mooring post for the night when all hands soon turned in, and enjoyed a thorough soundsleep.

Thursday 30th.—Got underway at 11 a.m. with a fine breeze from the eastward, and after a temporary check at the harbour's mouth from the strength of the tide, eased off our sheets and went away at a rattling pace for the Looe. This harbour is certainly a most extraordinary place, the west pier head extends much farther out than the other, and the tide running strong across, created a most surprising current, which between the piers runs like a mill race; so much so that on going out with a fresh breeze we were fairly stopped by it for two or three minutes, and it was only the advent of an extra puff that enabled us to burst through it to get away. At noon we sighted the Mixon Beacon, and in another hour we were running through the Looe, where we met with a tumble of a sea, that caused the artist some anxiety lest his white shoes should get wet: at 3 p.m. we were off Ryde, where several yachts were at anchor, and at 6 p.m. brought up in Cowes harbour.

Friday 31st.—Busy cleaning up that the yacht might look her best during the regatta next week.

Monday, Aug. 3rd.—Returned from a short run up to town.

Tuesday 4th.—Spent the whole day on the parade watching the race for Her Majesty's cup.

Wednesday 5th.—Joined by some friends from town, and took them out for a sail; ran down to Ryde and returned with the first of the ebb. Off Egypt the wind suddenly freshened, and laid us over so that the water was nearly up to the lee side of the skylight, lowered foresail and triced up main tack, and got wet through in doing it. There being every prospect of the wind increasing we bore up for Cowes.

Thursday 6th.—Spent the day ashore watching the racing yachts.

Friday 7th.—Sailed to Southampton and back: on our return across the Solent the yacht put her nose into it, and threw the spray over us a good deal, much to the consternation of one of the party, who made up his mind we should never see Cowes again.

Saturday 8th.—Breaking up day!—On this day the artist's leave of absence being up, to the intense grief of all hands, he was obliged to depart, taking with him plenty of good wishes, a book full of skeletons, and a large ink blot on one of his white shoes; the rest of the party also took their departure, at least with one exception, who stayed for the run home.

Sunday 9th.—Sailed to Ryde on board a friend's yacht, walked back over the hills, and found it most delightful: dined at the Medina hotel, and drank farewell to Cowes, and may the regatta always be as attractive as the one this year.

Monday 10th.—Got underway from Cowes at 8h. 30m., with a fine breeze from S.W., crowded all sail on, and hoisted our boat up on the weather rail, where she made fine weather ballast. At noon were in the Looe: at 5 p.m. off Beachey Head, and at midnight off Dungeness; the light here being electric is visible in a sort of a bluish haze long before the light itself is seen above the horizon. Off the Ness we were much bothered by a large steamer carrying the most extraordinary collection of lights ever seen; who or what she was I know not, but suppose her to have been one of the Hamburg or Bremen line of New York vessels.

Tuesday 11th.—About 3 a.m. off Folkestone, when we were running dead before the wind, with our boom over the port quarter, the mate steering and most likely nodding, a puff of wind off the land caught our sail, and gybed our boom over with a crash that brought me up on deck, just in time to see our boat disappearing in the water; fortunately her painter had been made fast somewhere, and it held her; as she rose on the next sea she threw almost all the water out of her, and while I put the helm down and brought the vessel up in the wind the crew hauled the boat up and baled her out: we then took a look round to

see what damage was done, and found we had fortunately escaped with only a broken belaying pin, at which we were highly delighted as we might easily have lost our boom, topmast, or even the mast itself. At 7 a.m. we were abreast of Ramsgate, and had some thoughts of going in, but the weather looking fine resolved to keep on; however on passing Kingsgate we found the wind and sea too heavy for our little craft, so decided to bear up, and run for Ramsgate, which we reached at 1 p.m. and moored in the west gully for the night.

Wednesday 12th.—At 4 p.m. left the harbour with a fine breeze from N.E., but the tide being against us it was 9 o'clock before we got round the Longnose buoy, however once round; the wind and tide in our favour we soon ran up to the Nore; at 6h. p.m. we landed at Tilbury, and took train to London, leaving the crew to take the yacht to Erith, where she arrived safely that night. Thus ended "Our Summer's Cruise", and I can only express a hope in conclusion that some of your readers may derive a tithe part of the enjoyment from its perusal, that we enjoyed in its prosecution.

THE WRECK REGISTER AND CHART FOR 1862.

THE following is a synopsis of the returns made by the Board of Trade to Parliament, of the wrecks and casualties which have taken place on the coasts, and in the seas of the British Isles during the past year. It may be here observed that the materials from which these valuable documents are compiled are derived from reports furnished by the Officers of Coast Guard, and Receivers of Wreck, resident on the shores of the United Kingdom.

It is only due to the memory of the late Admiral Washington, F.R.S. Hydrographer to the Admiralty to state that he originated about 10 years ago the compilation and publication of an annual Wreck Register of the British Isles, accompanied by a Wreck Chart. His services to the Life-boat cause in conjunction with the Duke of Northumberland, President of the National Lifeboat Institution were also of the greatest advantage to the cause of humanity. His labours in that respect will long be remembered in the homes of our sailors and fishermen.

When we remember that the number of vessels which entered inwards and cleared outwards from different British ports in the course of the past year was 268,462, and that these ships had on board, probably, 1,610,000 men, it becomes almost a matter of certainty that a large number of casualties should take place amongst them every year.

The coasts of the British Isles extend upwards of 5000 miles, and on looking at the Wreck Charts which accompany the Register, it is observed that there are few parts of that continuous shore which are not studded with the usual wreck marks ; and thus it is that on nearly every page of the Register this startling fact constantly presents itself—that during the year no less than 1827 wrecks and casualties took place on our coasts, with the loss of 680 lives.

Compared with previous years the Register informs us that the wreck experience of the past year is very unfavourable. But the number of lives lost is fortunately considerably under the average, owing chiefly to the valuable and prompt services of Life-boats and other means employed on occasions of wrecks on our coasts. The wrecks and casualties in the year show a large increase on the average of those during the preceding eleven years. The number of wrecks in the last eleven years was 13,657 while the total voyages made to and from British ports in that period were 2,745,910—so that one ship was wrecked out of every 201. During the past year, as previously stated, the number of voyages of vessels to and from ports in the United Kingdom was 268,462, and out of this large number 1827 casualties occurred—or 1 in every 147.

In the past eleven years, from the above wrecks 8,775 persons were lost, or nearly 800 each year. Last year, it appears from the returns that the lives of 4729 persons were imperilled on the coasts of the British Isles, of which number 690, or 14.59 per cent were lost. The wrecks and disasters for the year 1862 may be thus classed:—

Totally wrecked.....	455 vessels
Seriously damaged.....	695 “
Totally lost in collision.....	66 “
Damaged seriously by collision.....	272 “
Injured by collision.....	339 “
Total.....	<hr/> 1827 <hr/>

This number of disasters for last year is at the rate of five per day. The months of January, February, March, October, November and December were the most destructive to ships.

The startling facts which the Wreck Register discloses each successive year have succeeded in drawing general public attention to this important subject, and frequently it is referred to in Parliament. On a recent occasion, when Lord Ravensworth alluded, in the House of Lords, to the necessity of constructing Harbours of Refuge on the north-east coast, he caused to be suspended in their Lordship's library a large Wreck Chart lent by the National Life-boat Institution.

The fearful scenes represented on the chart naturally excited their Lordships' attention. Indeed the dreadful havoc which storms commit every year in the seas and on the shores of the British Isles can only be fully realized by the aid of such a chart. It will be observed from the accompanying Wreck Chart that the position of each casualty is distinctly marked.

It is, however, satisfactory to find that the publication of the Annual Register of the Board of Trade, and other means of publicity, have materially contributed to the establishment on our coasts of a system of Life-boats and Life-preserving apparatus, which reflects the greatest credit on the philanthropy of the age in which we live, and on the energy with which these means have been placed on our shores, by the joint action of the National Life-boat Institution and the Board of Trade.

Amidst the desolating scenes which the Wreck Register and Chart reveal, it is consolatory to know that by means of life-boats, the life-preserving apparatus, ship's own boats, and other means, 20,158 lives have been saved from a watery grave during the past seven years, of which 4089 were rescued last year.

The following is a summary of the means used in saving the 4089 lives from shipwreck on the coasts of the United Kingdom during the past year:—

By life-boats and rocket and mortar apparatus	637
By ships, ships' own boats, shore boats, steamers, &c....	3389
By individual exertion	13
Total.....	<u>4089</u>

As usual, ships, ship's boats, and smacks have saved more lives in that period than the life-boats and the rocket and mortar apparatus. This apparent discrepancy is susceptible of easy explanation. When a disaster takes place in British waters, it frequently happens that either a ship or smack is fortunately at hand to render assistance to the crews of the distressed vessels. Such help is seldom attended with any very great danger (although sometimes it is so), and the men are often brought ashore before any tidings at all have reached a life-boat station. But the great value of the services rendered by life-boats can only be appreciated by considering that they are mostly performed on occasions when no other craft could be launched from the shore with safety.

Schooners and brigs were, as usual, the most numerous description of vessels that were lost during the past year on our shores. These are usually employed in our coasting and coal trade, and the destruction of hundreds of them even in moderate gales is not reduced to a matter of

certainty. In December last seven vessels foundered off the east coast of England—with the loss of all hands,—while engaged in coasting voyages. One of them was a collier sloop 71 years of age! Another collier brig also foundered in October last, and 7 out of 9 of her crew were drowned. She was 99 years old!

The following is an analysis of the tonnage of the ships lost last year:

Vessels under 50 tons	431
51 and under 100 “	441
101 “ 300 “	784
301 “ 600 “	186
601 “ 900 “	44
901 “ 1200 “	20
1201 and upwards “	11
Total.....	1827

The most destructive gales of wind were those that blew from S.W., S.S.W., W.S.W., and N.W.

We find that the ages of some of the vessels that were hurried out of existence were as follows:—

Under 3 years.....	129
3 and not exceeding 7 years.....	271
8 “ “ 10 “	131
11 “ “ 14 “	155
15 “ “ 20 “	216
21 “ “ 30 “	266
31 “ “ 40 “	125
41 “ “ 50 “	59
51 “ “ 60 “	25
61 “ “ 90 “	14
91 “ “ 100 “	1
Unknown	442
Total.....	1827

We also remark that in perfectly calm weather, 23 vessels were wrecked; in light airs, 28; in light breezes, 56; in gentle breezes, 43; in moderate breezes, 110; in fresh breezes, 187; in strong breezes, 195; in moderate gales 75; in fresh gales, 170; in strong gales, 199; in whole gales, 218; in storms, 63; in hurricanes, 69; and in unknown and variable weather 52.

We moreover observe that 321 vessels were wrecked that were under the command of masters holding certificates of competency; while 720 were wrecked that were commanded by others who were not required by law to hold such certificates; and 266 that were commanded by foreigners not having British certificates.

We observe that of the total wrecks during the past year on our shores, irrespective of collisions, 60 vessels foundered; 41 vessels were driven or run on a lee shore; 66 parted their cables, or dragged their anchors and went on shore: 40 were wrecked from damage to hull, or the loss of masts, yard, or sails; 3 were actually capsized; 72 were wrecked from inattention, carelessness, or neglect; 25 from defects in ships or equipments; 7 from a combination of causes, while 18 arose from accident.

Of the total wrecks that took place from collisions, 18 were from bad look-out; 22 because the rule of road at sea was not observed; 1 from the want of sea-room, 4 in thick and foggy weather; and 4 from neglecting to show lights; but it is worth observing that only 1 collision with total loss occurred from the error of the pilot who was on board; 4 occurred from negligence and want of caution.

It is also a lamentable fact, in regard to collisions, that 141 took place in fine clear and weather; the whole number of collisions during the year being 338—102 in day time and 236 in the night. Last year 11 collisions occurred between steamers, and 190 between sailing-vessels, while both were under way; 32 collisions also took place between sailing vessels, the one being at anchor and the other under way at the time, but no collisions occurred between steamers under these circumstances. 46 collisions likewise took place between steamers and sailing vessels, both being under way; and 6 only when sailing vessels at anchor were run into by steamers. 53 collisions also occurred by vessels breaking from their anchors or moorings. We earnestly trust that the admirable regulations which the Board of Trade have just published to prevent collisions at sea will materially tend to lessen the number of these fearful disasters.

The most disastrous wrecks, with the greatest loss of life occur between that part of the coast extending from Skerries and Lambay to Fair Head and Mull of Cantire. During the past thirteen years 1641 lives were lost in that district. The next is from the North Foreland to St. Katherine's Point, which during the same period claims 1136 lives.

The estimated loss of property involved in the destruction of a portion only of the vessels wrecked in the last six years amounted to four and a half millions of pounds sterling, although the total amount, being unreported, cannot be ascertained; but who can appreciate the value of the precious lives lost in these terrible disasters, except those at our seaports and fishing villages who are now widows and orphans or friendless, who have bewailed with unutterable anguish the loss of a husband, father or near relation?

On the other hand it is most gratifying to find that in these six years 4169 lives were rescued from the jaws of death by life-boats and the life-saving apparatus *alone*. It may be proper to observe that these means of saving life are rarely used except under the most perilous circumstances.

One can hardly conceive a more pitiable sight than a noble ship stranded on a sandbank during a gale of wind, with her crew in the rigging, or firing minute guns as signals of distress, so that they may obtain help from the shore. On observing these signals the life-boat immediately put off. Indeed we know of no spectacle more sublime, or more calculated to send the blood thrilling through the veins with admiration and awe than the cool, determined courage, and the lively charity that sends these poor and often half-starved fisher fellows out in the dark night, in the midst of bitter frost and snow, into a tumultuous sea and surf, hungry for their bodies, in the very teeth of a furious wind with death threatening them on all sides, and nothing but their coolness and skill to rely upon to preserve their own lives, to say nothing of the lives of others—leaving wives and families of little ones at home who may never see them in life again. What stout hearts those must be as, yard by yard, they struggle away from the dim shore, lost in an obscurity of scud and surf, and snow, thinking of nothing but their duty—the errand of mercy and charity before them—through the raging tempest—winning their way, through seas that to the landsman are fearful to gaze on, even from the safe standing on the beach, momentarily threaten to overwhelm them! Out further and further yet into the dark void a speck on the waters. Another flash of the minute gun points out where the vessel is lying aground upon a shoal, the sea making a clean breach over her, and the scud and spray flying sheer over her mastheads, which threaten to go every moment. Stand it stout hearts! a few more minutes of the heavy toil and the boat will be well in to leeward of the wreck, when the most dangerous part of the whole operations will commence; for there is danger of her being stove in momentarily, either by contact with the wreck itself, or with the floating spars which may be hanging loosely around her. The relief of a wreck is no mere child's play—it often occupies hours of hard, dangerous, and unremitting toil. It is no mere sudden flash of generosity that is required—no enthusiasm burnt out as soon as kindled; but that steady, undaunted “pluck” which distinguishes frequently the highest as well as the lowest class of Englishmen in times of danger. How important then is the work of the National Life-boat Institution in providing these messengers of mercy on our coasts, and in encouraging noble

deeds of daring in the rescue of our fellow-creatures from an awful death. It may be interesting here to recapitulate briefly the operations of the National Life-boat Institution, which has now 125 life-boats under its management. During the past year, in addition to saving twenty-one vessels from destruction, 358 lives were rescued by the life-boats of the Society. For these services rewards amounting to 915*l.* 18*s.* 1*d.* were voted. The number of lives saved by the life-boats of the Society, or by special exertions, for which it has granted rewards since its formation, is 13,220. For these services 82 gold medals, 733 silver medals, and 17,200*l.* in cash have been granted as rewards. The Institution has also expended 75,380*l.* on life-boats, life-boat transporting carriages, and boat-houses. Surely a Society which has thus been productive of the greatest services in the cause of humanity, will not have to appeal in vain to the public for help to enable it to continue its merciful work on our dangerous sea-board! We may add that contributions in aid of the great and important work of the National Life-boat Institution are received by all Bankers throughout the United Kingdom, and by the Secretary, at the Institution, 14, John Street, Adelphi, London.

WEYMOUTH ROYAL REGATTA.

ON THE morning of August 31st, the spacious bay was studded with yachts and boats of all descriptions waiting for the various contests that were intended to come off. The weather was rather unsettled, yet it did not prevent a numerous attendance of spectators.

The first match on the card was for a purse of £50 for yachts not exceeding 80 tons:—Time race, half-a-minute per ton for difference of tonnage. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No	Names of Yachts	Rig	Tons	Owners	Builders
807	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
154	Christabel	cutter	48	H. H. Kennard, Esq.	Aldous
1048	Themis	schooner	140	Capt. T. B. Hanham	S. Russell

The latter vessel was entered solely to make up the number of starters, the committee agreeing thereto to prevent disappointment. The course was marked out in the bay, and four buoys placed at certain distances to form the circuit thereof, which was traversed four times. They started at noon in a strong breeze from W.S.W. to W. with a disagreeable tumble of a sea, which caused some anxiety for spars and rigging.

This match was looked forward to with much interest, but it was soon divested of all that by an untimely accident to the Phryne, before completing the first round, by a tremendous plunge that carried away her weather bowsprit shroud, and broke both her whiskers short off; the result was the loss of her bowsprit, and she was compelled to give up. This left the Christabel mistress of the sea, for, in the first round she beat Themis 13m., and in the second round 44m., when the schooner retired; and the Christabel finished the four rounds at 5h. 7m. 15s.

The second match was for a purse of £25 for yachts not exceeding 35 tons, the same allowance and course as the prior match. The following started:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Names of Yachts	Rig	Tons	Owners	Builders
296	Emmet	cutter	32	W. W. F. Hay, Esq.	Wanhill
1234	Violet	schooner	34	J. R. Kirby, Esq.	Aldous
934	Silver Fish	schooner	25	G. Jessop, Esq.	Blanshard
1265	Waterlily	cutter	25	T. M. Doddington, Esq.	

It will be seen that the Emmet had the advantage in the first round, but during second round the Violet got the lead, kept it throughout, and was consequently declared the winner. The Waterlily had no chance from the onset, and gave in. The Christabel and the Violet, the winners of the first and second matches, were both built by Aldous of Brightlingsea, and were sailed by the two brothers, William and Joseph Barnes, of that place. The haze and thick weather prevented all on shore observing any particular features in the match beyond what we have already noted, the respective skippers declaring on their arrival that there was a frightful sea outside, and that their respective craft behaved nobly.

The third match for a purse of £10 for yachts belonging to the port, not exceeding 15 tons; time race, half-a-minute per ton, three times only round. For this two vessels started, the Fanny, 12 tons, Mr. Grant, and the Emma, 10 tons, Mr. Russell.

This was a very close and exciting match. This result of the last two rounds was only a matter of seconds. The Fanny came in 31s. ahead of Emma, but having to allow her a minute for the two tons difference, had to yield the prize.

The fourth match for a purse of £8, for pleasure boats of any rig, over 18 feet in length; time race, one minute per foot in length. This was won in the following order:—Isabella, Royal Albert, Hookey Walker, Alarm and Jessie.

The fifth match was for a purse of £5, for sail boats, which was won in the following order,—Alabama, Alma, Thought, Contest and Effie. This was an interesting match, particularly as between the first three vessels; at times it was difficult to make out which was ahead, although the palm must be given to Alabama, who took the lead and kept it from the start to the finish.

The sixth was for a purse of £8; time race. Four vessels started and made an excellent race. Palentine received £3 10s., Gauntlet £2 10s., and the Eliza £1. Some rowing matches finished the sports.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held at its house, John-street, Adelphi, on the 3rd September, Captain Sir E. Perrott, Bart., V.P., in the chair. There were also present Admiral Sir George Sartorius, Colonel Palmer, high sheriff of Essex; Admiral W. H. Hall, C.B.; W. H. Harton, Esq., Admiral Gordon, Captain De St. Croix, and Captain Ward, R.N., inspector of life-boats to the Institution.

A reward of 4*l.* 10*s.* was voted to the crew of the Aberdovey life-boat of the Institution for putting off and rescuing six of the crew of the barque William Bromham, of Gloucester, which, during stormy weather, had stranded on Aberdovey Bar, on the 15th ult.

A reward of 7*l.* was also granted to the crew of the Newhaven life-boat (the Thomas Chapman) belonging to the Institution, for saving the crew of five men of the schooner Cestrian, of Chester, which had grounded on the Bar off Newhaven Harbour, in a gale of wind and heavy sea, on the 31st ult. The life-boat and her crew were reported to have behaved admirably on the occasion.

A reward of 7*l.* was voted to the crew of the Budehaven life-boat of the Institution, for putting off, through a high surf, and rendering important services to the ship Conflict, of Plymouth, which was in distress, during a gale of wind, off Trevoze Head, Cornwall, on the 30th ult.

A reward of 4*l.* was likewise voted to the crew of the Institution's life-boat stationed at the Lizard (Cornwall), for going off, in reply to signals of distress, to the rescue of the crew of a sloop, which was observed in a dismasted state under the Black Head off Cadjwith, during a strong easterly gale. The life-boat was launched without delay, and proceeded to the vessel against a head wind and strong tide. In the meantime the sloop had been boarded by the crews of two pilot boats, who afterwards stood out to sea with the vessel in tow, and subsequently reached Falmouth Harbour in safety.

A reward of 7*l.* 10*s.* was also voted to the crew of the Walmer life-boat of the Institution, for going off with the view of saving the crew of the ship

Canvas Back, of London, which had stranded during blowing weather on the Goodwin Sands, on the 18th ult. The life-boat remained alongside some time, when the weather having moderated the vessel was got off by a steam tug and some Deal boatmen. The life-boat was reported to have behaved remarkably well on the occasion.

A reward of 6*l.* was also granted to seven men for putting off in a coast-guard boat, and saving, at some risk of life, six soldiers from the Hurst Castle garrison boat, which was swamped off the Isle of Wight on the 18th ult., in a heavy sea. Two men had perished before the arrival of the coast-guard boat.

A reward of 1*l.* was likewise given to a lad 14 years of age, named Dennis Clifford, of Cahirciveen, county Kerry, in admiration of his gallant conduct in plunging into the sea, and saving, at the risk of his life, a man who, while bathing near that place, had got his hands entangled in some seaweed, and, after struggling to get free, had sunk quite exhausted. The lad, who had been attracted to the spot by the screams of two women who had observed the drowning man, at once dived in, and succeeded in bringing the body apparently lifeless, to the shore. After some time, however, he happily recovered. There were no means of assistance at hand, and a moment's longer immersion must have proved fatal to the poor man, whose hands, when he was brought on shore, were still found to be entangled in the seaweed.

Various other rewards were also granted to the crews of shore boats for saving life on the coast.

It was reported that the Institution had during the past month received a legacy of 200*l.* from the late William Currie, Esq., banker, of Cornhill; and one of 189*l.* from the late Mr. John Jolly, farmer, of Enstone, Oxford; and that 50*l.* had also been received by the Institution from the relatives of the late Mrs. Thornton.

The Institution has just sent two large life-boats to Hastings and to Blakeney, on the Norfolk coast, in lieu of the former boats at those places, which were deemed too small for the localities.

Mr. Morrall, a member of the Society of Friends, and residing at Matlock, in Derbyshire, is making strenuous exertions to raise the cost of a life-boat from persons having the same surname.

Captain Ward, R.N., inspector of life-boats to the Institution, was directed to proceed on a tour of inspection of its life-boats on the north-east coast of England.

A report was read from Captain David Robertson, R.N., the assistant inspector of life-boats to the Institution, on his recent visit to its life-boats on the coasts of Lancashire, the Isle of Man, and Scotland. He found them all in an efficient state.

The operations of the Institution extend over the whole coasts of the British Isles, and by its system of rewards it encourages every means, either by life-boats or otherwise, to save life from shipwreck. Thus about 1300*l.* a year are granted by it as rewards for saving life from wrecks, besides a con-

siderable number of silver medals, votes on vellum, &c. Payments were ordered to be made on various life-boat establishments, and the proceedings terminated.

KING'S LYNN REGATTAS.

The Eux Brink Regatta, was held on Monday, August 24th, and was far more successful than any ever previously known at this place. The fact of the Prince of Wales having given his patronage, besides a liberal donation of 20 guineas, may in a great measure be considered as the foundation of that success. The amount offered in cash was nearly £100, which was principally given to rowing matches. The banks of the river were crowded with spectators, who heartily enjoyed the amusements, if their cheering the victors may be looked on as a proof.

The first prize offered for competition was 10 sovs. for yachts or boats of any rig, not exceeding 5 tons.—Four started viz., Mr. C. Newby's *Lovely Nelly*; Mr. T. Priest's *Cuthbert*; Mr. W. Johnson's *Mermaid*, and Mr. T. Andrews' *La Pauvre Petite*. This was not so well contested as expected. for the *Mermaid* showed in the stiff breeze that was blowing, that her sailing powers were far superior to her rivals, and she eventually came in for the lion's share of the prize.

The next was a sailing match for 6 sovs, which was won by the *Pilot*, beating three others.

The leading event of the day, a match between amateurs in four-oared outriggers, for a cup of 20 guineas (the Prince of Wales's Cup), or five cups of the value of four guineas each, at the option of the winning crew. The course was a straight pull of about two miles. Three boats competed, one belonging to the Lynn Rowing Club, and one each from the Cambridge Town and the Cambridge University Clubs. The boats were manned as follows:—Cambridge University—Messrs. F. G. Dyer, 10st 12lb; S. W. Cope, 12st 1lb, M. H. Marsden, 12st 3lb; N. Beebee, 10st 10lb; J. W. Hill, (cox), 9st 7lb. Four of these gentlemen are Johnians, and the fifth is from Emanuel College. Cambridge Town—Messrs. J. King, 10st 2lb; J. Hodson, 11st; W. Harvey, 11st 7½lb; J. Harvey, 9st 10lb; J. Rutt (cox), 8st. Lynn—Messrs. W. King, W. Dickenson, H. Green, T. Meadows, F. Holmes (cox). On the start the Cambridge Town crew at once took the lead, the University boat following, and the Lynn boat being third. This relative position was maintained during the match, the Cambridge Town boat winning by about four lengths.

The match for the championship of the Ouse, for a purse of 25 sovs. for scullers in outriggers. There were seven entries, but only the following started:—T. Meadows, West Lynn; W. Mollett, Norwich; T. Hoare, Hammersmith; T. Worledge, Norwich; S. Wright, Norwich. The match was contested with great spirit, Wright and Hoare struggling hard for the first place, alternately gaining upon each other for the greater part of the

distance. As they came within sight of those on the flagboat Hoare was nearly half a length ahead, and this distance, by great exertion, he gradually increased, winning by about a length; Worledge was about four lengths behind the second boat, and Meadows the same distance from the third. The spectators manifested great interest in this spirited match, and cheered the two first men heartily. A protest was entered against Hoare being declared the winner, on the ground of some informality in the entry, but the committee declined to entertain the objection.

Several other rowing matches took place, and the whole was satisfactorily concluded.

The Roads Regatta, took place on Wednesday, Sept. 2nd, under the patronage of the Prince of Wales and the notabilities of the town and county. The day was fine, and there was a strong breeze from the south-west, approaching at times to a gale. There were two matches in the programme, the first for pleasure yachts or boats not exceeding 30 tons, and the second for fishing boats not exceeding 15 tons. The first event came to a rather unpleasant conclusion, as will be seen from the particulars which follow. The weather being favourable, steamboats, &c, conveyed many persons to the roads; but Lynn Roads Regatta is never so popular as the day's sport in the Eau Brink Cut, being inevitably confined to the amusement of a few people. The first item on the card was the Lynn and West Norfolk prize of £25, to be sailed for by pleasure yachts or boats not exceeding 30 tons, the first yacht to receive £20, and the second yacht 5; the yachts in this race to be handicapped at the rate of half a minute per ton. The following entered:—

The Little Yankee, schooner, 12 tons, Capt. Cholmondeley; the Waterwitch, cutter, 6 tons, Mr. J. Tilley; the Anne, cutter, 6 tons, Mr. W. Langford; the Firefly, cutter, 7 tons, Mr. L. J. Fawcett; the Wild Duck, cutter, 15 tons, Mr. F. J. Cresswell; the Shamrock cutter, 12 tons, Capt. Cater, R.N., and the Kitten, cutter, 5 tons, Mr. R. C. Carline.

The course from the common staithe quay in Lynn Harbour, round Lynn Well light, and returning to the roads, rounding a steamboat lying there with a blue peter flying at the mast head as the winning point. The course was open to the Thief Beacon, and after passing that point the yachts had to leave all Lynn black buoys and beacons on the starboard side, and all white buoys on the port side going down, returning by the same course. A good start was effected, and whilst going down the cut the Little Yankee had the lead, appeared to be under the lee of the west bank; wind light. The Little Yankee maintained this lead for several miles, the Wild Duck following well up. Between these two the race evidently lay, the other boats being hopelessly in the rear. Within four and five miles of the winning point the race became very close between the two leading yachts. The Wild Duck was on the starboard tack, standing over to the eastward; the Little Yankee was to the leeward on the same tack, and in coming about, her crew tried to weather Mr. Cresswell's yacht, but, in attempting to do so, the two came into collision, and the Wild Duck's jib-boom struck the

mainsail of the schooner and went through it. A similar risk had been run at an earlier period of the race, shortly after the boats rounded the Well light. On that occasion Mr. Cresswell bore up for his opponent, and informed him that if the same proceeding was tried on again, he should keep on his course. At the time the collision took place the Wild Duck was about 40 seconds ahead, and Mr. Cresswell at once signalled a protest, and appealed to the committee, that the match might be considered to have ended at the point where the mishap occurred. The schooner sailed in first, but Mr. Cresswell claimed the prize, on the ground that the *Little Yankee* violated the sailing regulations, and it was awarded to him.

The second match was for a purse of £15, for fishing boats half-decked and not exceeding 15 tons; half a minute per ton was allowed for difference of tonnage, and the first boat was awarded £8, the second £4, the third £3, and the fourth £1. The start took place about ten minutes after the yachts had gone off. The following got under weigh:—The Arrow (15 tons), J. Lemon; the Defiance (13 tons), J. Goodson; the Wild Duck (13 tons), E. Curtis; the John and Mathew (13 tons), W. Chase; and the James and William (13 tons) W. Chase. The James and William was apparently entered merely to make up the list to five, as unless that number started no fourth prize was to be given; anyhow, she soon abandoned the contest. The boats came in the order in which their names are given. The Arrow, the winner of the first prize, is a fine powerful craft.

A coble match for fishermen, to be rowed for, eight in each boat, also came off, for a prize of £6. Four started, viz., the Happy Return, (Twaites), the Two Brothers (Bunn), the Kitty (John Lemon), and the Evangelist (W. Chance). The Evangelist came in first, the Kitty second, and the Two Brothers third.

DOVER REGATTA.

WEDNESDAY, Sept. 2nd, was appointed for this affair, but from the boisterous state of the elements it was much doubted on the morning whether the intentions of the Committee would be carried out. Not wishing to disappoint, if there was a possibility to carry out the programme, at 11h. 30m. the Imperatrice steamed into the bay, and anchored abreast of the committee-stand on the shore, having on board the Deputy-Mayor, Mr. G. Bennett, Mr. Terry, Mr. Garland, and several other members of the Committee, and their friends. It was upwards of an hour past the time advertised for the first race that the Committee decided to start the luggers, and the Coast Guard galleys, whose crews were more used to the stormy winds.

The first match therefore was a purse of £20, between luggers, not exceeding 40 feet in length, open to the coast. At the sound of the preparatory gun four boats came to the scratch—viz. Blue-eyed Maid, Sea Gull, Margaret Ann, and Harold. Owing to the strong tide the Blue-eyed Maid

was some time in getting into position. At the signal for starting (which by-the-by was fired about one o'clock,) the Blue-eyed Maid was the first to get off, going along at a spanking rate, and the others followed in just the same order as enumerated above. This order seems to have been kept up throughout, as the official returns give the winners thus—Blue-eyed Maid £12, Sea Gull £5, and Margaret Ann £3.

The second race was between four-oared service galleys belonging to the Coast Guard of the Dover district, four boats started—Townsend, Saucy Lass, Casemate, and Waterwitch. This was a capital race, and one which put the muscle of the competitors to the test; the course was three times round. The boats started well together, the Saucy Lass having slightly the lead, with Waterwitch close in her wake, Casemate third, and Townsend fourth. In this order they turned the western buoys, but on passing the committee-boat the Saucy Lass had dropped to the rear. Owing to some of the western buoys having drifted a boat's length or two to the eastward, there was a change of places, and the Waterwitch having an advantage in this respect went to the front, and from this point the struggle for the first prize was very exciting. Saucy Lass, however, did not manage to retrieve her position, and the order was formally noted as follows—Waterwitch £6, Saucy Lass £4, and Townsend £2.

The third race was intended for competition between yachts, and the following entered:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name	Rig	Tons	Owners	Builders
468	Gleam.....	cutter	15	C. Davison, Esq.	Wanhill
465	Glance	cutter	35	G. W. Charlwood, Esq.	Hatcher
1049	Thought.....	cutter	26	J. Jones, Esq.	Hatcher
743	Octoroon	cutter	12	C. Long, Esq.	Hatcher

It was rumoured that this race would not take place, on account of the wind, but we should hardly suppose this could have been the reason, as several yachts were cruising about the bay in the afternoon, of no greater tonnage than those entered to compete. However some time after the hour appointed the Glance and Thought were seen coming out of the harbour (the two smaller did not come to the starting point,) and took up their stations inside the committee-vessel, and having set mainsails, each with a single reef down, laid there pitching bowsprit under, and as seemed to the uninitiated gradually driving on to the steamer. Whatever doubts may have existed were soon resolved by the Glance (which had the outside station,) coming bump on to the steamer's starboard bow, and narrowly missing giving a gentle salute with her bowsprit to those who were looking over the side, catching her port rail under the fore sponson, and as she pitched, receiving two not very light thumps just by the runner and tackle, smashing up about twenty feet of her berthing like cardboard. After this she drifted past the paddle-box, and her worthy owner, with the help of two or three

pairs of stalwart arms, succeeded in bearing her bow off, and a line being made fast to her quarter, she was got sufficiently round to fill on the port tack, and setting her foresail very smartly stood off towards the shore, which the wary Thought had done previously, and after a board or so, ran into the harbour again, and thus faded away the yacht race.

Then followed several rowing matches, amongst which was one that excited considerable interest, viz. the Highlanders' prize of £90, presented by Col. Ewart and the officers of the 78th Highlanders, to be rowed for in six-oared galleys not exceeding 40 feet in length, open to the coast, outriggers not allowed:—the following entered, Anne, Lord Warden, Rifleman, Flying Rocket, and Mermaid, In turning the eastern buoy, the last-named vessel had considerably the lead, but was almost immediately fouled by the Flying Rocket, which completely disabled her, and the contest was therefore left to the remaining three. The crew of the Mermaid believing the foul was a wilful one—and it certainly partook of that appearance—asked that the race might be started afresh, but to this the Committee intimated they could not assent. The Flying Rocket, it afterwards turned out, although put down on the list as of St. Leonard's, was a London boat, manned by a professional crew; therefore, had it not fouled, it would have been disqualified. The race for the first and second places was very good; and the following is the order of arrivals.—first Anne receiving 18*l.*, second Lord Warden 8*l.*, third Rifleman 4*l.* The Lord Warden claimed the first prize on the ground that the Anne fouled at the Eastern Buoy, but it was the opinion of the Committee that the foul was purely accidental.

TEIGNMOUTH REGATTA.

THIS regatta was held on August 4th, and was well attended and very successful—the prizes were not large but numerous. A prize of 10 guineas was offered to yachts or pleasure boats, not exceeding 9 tons o.m. Time race—45*s.* per ton for difference of tonnage.—The following entered :—Capt. Flamank's, Psyche, 7 tons Mr. H. J. Boyle's, Pixie, 7½ tons : and Mr. E. Rice's Mystery, 7 tons. The starting gun was fired at 12h. 47*s.* when Psyche led, followed by Pixie second, Mystery third close up, midway between the starting point and the first match-boat, the Pixie had taken the lead, and rounded the boat nearly a minute ahead. Now came a dead turn to windward, and Psyche soon overhauled Pixie, who was evidently over canvassed. Had she taken in her topsail the result of the race might have been different, for she staggered along under the now heavy breeze with her lee gunwale under, and every now and then, when came a puff heavier than usual, she had to luff up to prevent capsizing. Psyche, who had taken the precaution to set a smaller jib on commencing to beat, walked away from Pixie fast; and the Mystery, finding matters not to her liking seaward, slipt quietly away, leaving her competitors to finish the contest, which was done by Psyche beating Pixie by 14 minutes.

The Ladies' Cup, value 20 guineas, for yachts under 20 tons, kept for pleasure only ; time race, half a minute per ton for boats above seven tons ; below seven tons 45s. per ton : the first boat to take the cup, second boat £8. This was the race of the day, and promised to be a fine contest. There were entered :—Coral, 8 tons, Capt. H. E. Bayley ; Lily, 10 tons, Mr. G. P. Cotton ; Fire Cloud, 13 tons, Mr. J. B. Mansfield.

This class was started at 2h. 29m. and the signal being given, Fire Cloud was first away, Coral and Lily veering together, but not before Fire Cloud had obtained a lead of several lengths. In running down to the eastern markboat Lily overhauled Fire Cloud, and rounded several seconds ahead of her ; Coral was close behind. When it came to reach to windward, Fire Cloud came up hand over hand with Lily, and passed her. Coral had not got a quarter of a mile from the markboat when her weather shroud parted, and away went her mast clean over the side, about six feet above her deck. This was an occurrence much deplored by the whole of the spectators, who warmly sympathised with Capt. Bayley, who is much esteemed by all those who feel an interest in nautical matters, for his readiness to promote sport. He had made up his mind to win, and as he beat the Lily at Torquay a day or two before, there is every probability he would have done so, as his boat was looking well up to windward at the time of the occurrence. The yacht *Dolphin* went to his assistance, and towed him to his moorings off Ness Point, where the wreck lay all the afternoon, her racing colours nailed to the stump of her mast. The Fire Cloud and Lily, on perceiving the disaster which had befallen Coral, at once doused their topsails ; and Lily struck her topmast in working down to the western mark, which she did by making two or three short tacks, and weathered in about a minute ahead of Fire Cloud, which made one long stretch to the westward before rounding. The first round was completed :—Lily, 3h. 32m., Fire Cloud, 3h. 33m.

After passing the western boat Fire Cloud again set her gaff topsail, but she would have gone better without it ; it was something more than a topsail breeze blowing. Lily, in the second round, without her topsail and with a small jib, increased her lead considerably, and the race was concluded by Lily, 4h. 30m. 30s., Fire Cloud, 4h. 34m. 40s. Lily thus winning by 5m. 40s. The cup, a handsome piece of plate, was provided by Mr. Hele, of Bank-street.

A prize of £10, for yachts of any rig, not exceeding 15 tons ; entrance 10s ; three to start or no race ; time allowed for tonnage half a minute per ton : first boat £7, second £3 ; Frolic, 6 tons, Mr. R. Mangin ; Vision, 4 tons, Mr. Mathews ; Fern, 6 tons, Mr. Brutton.

This class got away at 3h. 5m., Vision being first off, Fern second, Frolic last, but these positions were frequently changed in the run to the eastward, round which mark the order was exactly reversed, Frolic being first round and Vision last. On facing the wind the boats had quite as much as they could do, the new strong breeze having raised a short chopping sea, which drenched the crews of all the boats. Frolic was at one time on her beam ends, and filled to her thwarts. Capt. Mangin, who was sailing her, had to

bale her out, but she had too much head sail to continue the contest, and gave up before the first round was completed. The wind came down from the hills in strong puffs, and every now and then the other boats had to be thrown up in the wind to save them from capsizing. The race was eventually won by Fern, thus :—Fern, 5h. 53m. 0s ; Vision, 5h. 41m. 0s.

A Prize of £5, for fishing boats belonging to the port ; entrance 2s. 6d.; first boat £3, second £2 10s, third 10s. Hero, E. Strongman ; Lov'd — Matthews ; Industry, — Pitwood. There were no remarkable features in this match to call for any comment. The race was won by Lov'd, who came in two minutes ahead of Hero, Industry being some way astern.

A Prize of £3 10s, for open sailing boats not exceeding 10 feet over all ; first boat £2, second £1, third 10s. There were five entries for this prize ; Little Witch, Capt. West ; Paddy, Mr. Robestone ; Petrel, Mr. Longcroft ; Otter, Mr. Hallet ; Swift, Mr. J. Cox.

Before starting the Paddy was objected to as partly decked in ; consequently she was disqualified. The little fleet presented a pretty sight, and the changes in the position of the boats in running before the wind were numerous. Otter came in first, but was disqualified on account of her length. Swift won first prize, Little Witch second, Petrel third.

An excellent day's sport was finished by rowing matches for good prizes.

TORBAY ROYAL REGATTA.

On Friday, Aug. 2nd, this affair was brought off, but it was far from being successful, as great difficulty was experienced in persuading a sufficient number to start for each race. There was not a very large number of yachts in the bay, a fact which was attributed to the prevalence of other aquatic events at different places. The weather was beautifully fine, with a slight southerly wind.

The first prize offered was of the value of £50 for schooners, for this the *Albertine* and *Madcap* were entered, but the latter did not put in an appearance. After some vain attempts on the part of the Committee to induce other yachts to compete with the *Albertine*, the race was postponed to the following day, and then it met with no better success.

The second prizes offered were £40 for first yacht, and £10 for second open to cutters of 30 tons and upwards. Only two yachts entered, and after some delay it was decided to allow vessels of lesser tonnage to compete ; if only three started, it was decided that £40 only should be given. The following started :—Phryne, *Vindex* and *Emmet*.

The vessels got underway at 12 noon, Phryne leading with *Vindex* well up, and *Emmet* last. The course was to be sailed over three times, and 'ere the first round was completed the *Vindex* passed the Phryne, which position she maintained to the finish. A fine race ensued between them, but the Phryne laboured under a great disadvantage, for even had she maintained

the lead throughout, she would have been compelled to allow the Vindex five minutes for difference of tonnage; and this being a time race, the Emmet, it is very evident had no chance of winning, and gave in before the completion of the second round. The Vindex received the prize.

The Ladies prize of £10 for yachts under 15 tons, brought to the start, the Coral, 9 tons, Capt. Bayley; Ida, 7 tons, Mr. E. Turner; Lily, 10 tons, Mr. Cotton. The Coral led at the start, with the Lily under her lee, and Ida close on her weather quarter. The positions were frequently changed during the first round; the Coral however led considerably, which she gradually increased her lead, and there was a spirited contest between the other two boats. The Lily and Ida, however, mistook the course over which they were to proceed, and made for the markboat for the rowing matches. Some time elapsed before the mistake was discovered, and they were then compelled to tack about and make for the boat which they first started from. This mishap will account for the Coral winning by upwards of 39 minutes.

Rowing matches closed the regatta.

Editor's Locker.

IPSWICH REGATTA.

SIR.—Allow me to correct the statement that appeared in your report of the Ipswich Regatta, published in your last number; in referring to the rowing matches you state that the great event was the pair oared race (amateurs,) for a prize valued £5,—now this was not the case, for a prize consisting of five silver tankards, was offered for four oared boats, (not exceeding thirty feet in length), amateurs, and for which there were six entries, viz :—Norwich Rowing Club, (Prince Alexandra), Norwich; Orwell Works Rowing Club, (Curlew), Ipswich; Orwell Rowing Club, (Sylph), Ipswich; Nautilus Rowing Club, (Nautilus), Ipswich; Working Men's College Rowing Club, (Cygnet), Ipswich; Petrel Rowing Club, (Why-not), Ipswich.

Owing to so many entries it was decided to row the race in heats, in the first heat the following boats started :—Alexandra, Nautilus, and Why-not. A very good start was effected, the Alexandra having a slight lead, the other two about equal, they continued in this order for about 200 yards, when the Why-not succeeded in taking a slight lead, after this the Nautilus drew slightly ahead of Alexandra, and then drew up to the Why-not, by this time they had reached London-hard, (about a quarter the whole distance). From this point a good race ensued, between the two leading boats, the Alexandra going astern at every stroke. On coming within about 200 yards of the Heath Point, (about three-fifths the whole distance), the Nautilus put on a smart spurt up to the point, which put them about half a

length ahead of the Why-not, and two clear lengths ahead of the *Alexandra*. On rounding the buoy the Why-not tried their best to pass the *Nautilus*, but it was "no go," although they made a good race of it all the way home, coming in about three lengths astern of the *Nautilus* and the *Alexandra* about four lengths astern of the Why-not,—thus the *Nautilus* was the winner of the first heat.

As soon as the heat was over the following boats were started for the second heat; viz, Sylph, Curlew, and the Cygnet, this was by no means a good race, as the Curlew went ahead of the other two at starting, and increased their lead at every stroke, winning easily by four or five lengths, Sylph second, Cygnet nowhere.

After the lapse of about forty minutes the *Nautilus* and Curlew, were started for the final heat. The betting was even, but it was generally thought that the *Nautilus* had the worse chance, owing to their first heat being a much harder race, than their opponent had had. The *Nautilus* made a bad start, the Curlew at once showing several feet in advance. The crews in both boats were pulling well together, but the stroke of the *Nautilus* was considered the best, although it was rather too quick; they pulled on for about 300 yards without any difference, but after this the Curlew were decidedly having the best of it, although, so slowly did they gain on their opponent, that at the Lower Hearth (about one-third the distance they were not more than half a length ahead,) but here the Curlew put on a good spurt, which from some cause or other the *Nautilus* did not reply to, this allowing the Curlew to completely clear themselves, and at the Hearth Point they were two clear lengths ahead, if not a little more; but here the *Nautilus* seemed to settle better to their work in right good earnest, and appeared to see that if they would win the race, they must "pull all they knew", they immediately put on a splendid spurt for about 200 yards, and actually succeeded in reducing the distance one and a-half lengths, but this seemed all that they could do, but nevertheless they stuck to it, and pulled with a will for a few hundred yards more and succeeded in shortening the distance another half-length; here both crews seemed to have had enough of it, and pulled a little easier for a short distance, but it was evident that as there was but about 250 yards to go, that the *Nautilus* must not waste time, as there was still about three-quarters of a length between the two and the race was getting most exciting, so they put on another spurt and overhauled the Curlew at every stroke, but alas for them there was not far further to go, and the Curlew came in, with the bow of the *Nautilus* level with their stroke oars' thwart, and this ended one of the finest amateur races ever witnessed on the Orwell, and which was not recorded in your report of the Ipswich Regatta. We lookers on, only hope that next year's regatta will be as successful.

I am Sir, yours obediently,

To the Editor H.Y.M.

A SUBSCRIBER.

SHIFTING BALLAST.

SIR—I have read in one of your late impressions a letter signed "Red with White Maltese Cross," in which the writer congratulates himself and the yachting public on the successful working of the new rule against carrying shot or other ballast for shifting on board racing yachts. I doubt his congratulations are somewhat premature, which he himself leads one to suppose may be his own feeling by the conclusion of his letter. When the first excitement caused by the new rule had passed away, I suppose it was taken for granted—at least by those who had been instrumental in carrying the enactment—that the question had been disposed of for good, and that we would now have large entries at our regattas of yachts whose owners, loving fair and honest sailing, would not enter their vessels against clippers which were supposed to carry their canvas by dint of shot bags. This was all very well in theory, but what has been the actual result? Why, that the entries for the St. George's Channel Regattas have this year, with the exception of the Royal Mersey, been more meagre than had been seen for many years previously, so much so that at the Clyde, Kingstown and Cork, with an occasional exception, the Phryne, Surf, and Vindex were left to fight for the prize among themselves, whereas formerly ten and twelve entries were common enough. It was also predicted that we should now see our racing vessels with cut spars and clipped sails, and that the new craft which should be thereafter built would be of a more able and seaworthy class than the racing world had seen since ballast shifting had been practised. I am afraid if those gentlemen were present at some of the past season's matches, that they must be beginning to feel not so sure of the omnipotence of their panacea from all the ills yacht-racing suffers from.

Any one who witnessed the Royal Mersey Regatta this summer, saw vessels come to the starting buoys with the same sails and spars which he might have seen them stagger under at the preceding season's matches; and at this race all the yachts could carry their reefed sails well enough, with one exception, and with regard to the exceptional craft, I have heard some say that her owner was a fool (what for!) and others that his vessel was a tub.

I fancy that the prophets of able, seaworthy racing yachts, which were to have their advent in the golden days after the Shifting Ballast Prevention Bill was carried, will be somewhat astonished if they live till next summer and see yachts, which I hear are at present building of greater length in proportion to their beam than any cutter I have heard of, with the exception of the Wildfire, before she was made a schooner. And yet these vessels will race next year, and to make sure that they have no Shifting Ballast on board they will be searched before starting with a greater or less degree of scrutiny, regulated by the number of yachts to be examined in a very short space of time indeed.

At one of the last regattas of this season a 60 ton and a 45 ton cutter

started in a race with a strong breeze of wind, the former with a single reefed mainsail, and the latter with two reefs down, both of them having quite enough of it. For a long time the big one was going away anyhow she pleased, and had established a strong lead, when suddenly the little one came nearly upright, shook one of her reefs out, shifted for a larger jib, walked out on her opponent's weather, and came in first. On the same day a 14 ton cutter started against a 24-tonner; both had double reefed mainsails, but at the conclusion of the race the 14 tonner had one of her reefs out, while her larger rival had still enough of it with her double reefed mainsail; the little one won. I say, in the name of reason and common sense what inference am I to draw from all this? Neither more nor less than that Shifting Ballast has not been abolished.

Your correspondent animadverted on the conduct of the Royal Victoria Yacht Club in advertising their open race to be sailed without restriction as to sails, hands, or ballast; it must have been a prophetic foreboding on their part that the new rule would prove ineffectual, and I honour them for their common sense and farsightedness in doing so.

In conclusion, my observations this season lead me to say most emphatically that the new rule has proved a gigantic failure. In the meantime what must I as a racing man do? Some would advise fighting my opponents with their own weapons, but if I cannot race with a clear conscience I shall drop it altogether. No one must suppose from the tenor of this letter that I do not disapprove of Shifting Ballast as much as the most zealous of the promoters of the new system; but I cannot see the faintest possibility of abolishing Ballast Trimming, and yet leaving all racing men on an equality, the very necessity for a rule prohibiting the carrying of shot on board racing yachts proving that the written declaration which was formerly required could not be relied on.

Yours, &c., SEAWARD.

Death of Joseph Weld, Esq.

WE deeply regret to record the death of Joseph Weld, Esq., the senior member of the Royal Yacht Squadron, and owner of the celebrated yachts *Alarm* and *Lulworth*, on Tuesday, October 20th, in the 86th year of his age. This gentleman was one of the most indefatigable members of the Pleasure Navy, and was also eminently successful in the designing of swift yachts; in which pursuit he has devoted much time and labor, regardless of expense. He is much regretted by a large circle of friends, and the poor of his neighbourhood have lost a sincere friend and benefactor.

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ROUGH AND SMOOTH WATERS, *

BY A YACHTSMAN.

CHAPTER II.

A DECIDED change for the better took place in the temperature on Friday morning, hitherto the cold N.W. wind had made the weather quite like autumn; but now there was a totally different feeling in the atmosphere, and a S.W. wind had brought us summer again—and a fair wind. “Down breakfast and up anchor” were the speedy orders, and by nine o'clock we were opposite Carn Ryan, though not before our keel had become acquainted with the bottom of the lake, in making too free with the red buoy at the south-east end of the bank which runs down the very centre of the loch, and round which we had to pass.

On nearing Carn Ryan we descried a boat in mid stream very much by the stern, and long before we could make out the portly figure of Supercargo, we felt quite sure that our thirteen stone friend was responsible for the want of equilibrium in the boat we saw; a short time proved our conjectures to be correct, and punctual to his appointment our Supercargo was once more on board. He had a

* Continued from page 488.

great deal to say on the merits of four-posters and buxom landladies, but not much on the subject of breakfast, as he had been called so late that, on comparing notes, we found we had got the pull of him in that respect pretty considerably.

We soon lost sight of Carn Ryan lighthouse, and by the time our friend had given us an account of the Stranraer "Commercial" and his hostess, we were abreast of Ailsa Craig, which looked particularly fine as the clouds swept by, apparently cutting it in half, and sometimes almost hid it from our sight; and now we were fairly in, what may be called, the entrance to the Clyde, but I was quite disappointed to find it so void of life, as, however cockneyfied the idea may be, I cannot help thinking that the entrance to the Clyde is just one of those scenes requiring a little animation. Nothing however was stirring save a sort of yawl steering for the neighbourhood of Ayr, and an old smack, which we hailed in passing, bound for the same place.

As we had lost so much time by contrary winds, and were anxious to get to Gourock by Saturday, we left Carn Ryan with the intention of steering for Rothsay instead of Campbeltown, as we had originally resolved, and with all the canvas we could set and a tolerably strong S.W. breeze, the *E——* ran over the ground in fine style and soon brought us to Cumbray; here, finding that the wind still held, we once more changed our plans and stood on for Gourock, thinking it better to make sure of our port while we could.

Being now in the neighbourhood of the Royal Northern and having to pass close by their head-quarters, we looked out our best burgee and made ourselves as ship-shape as we could, but on nearing Dunoon we found that we might have saved ourselves the trouble, as there were no signs of yacht life either ashore or afloat. Instead of seeing a club-house, and many a well-known yacht at anchor, as we anticipated, nothing in the shape of the former could we see, and as to the latter a 16-foot boat was the only thing at anchor within miles of Dunoon, in fact, it was a case of "*lucius a non lucendo*," and I am at a loss to know why Dunoon should be the head-quarters of so important a yacht club as the Royal Northern.

The tide now began to ebb, and as the wind had become very light, we were rather doubtful of being able to stem it: our fears on that score were soon however set at rest, and we were at once enlightened as to there being no tide to the south of Gourock of sufficient

strength to stop a yacht with even a moderate breeze, so we jogged along very quietly but surely, eventually dropping our anchor in Gourrock bay at 6h. 30m., just nine hours and a half from Carn Ryan.

On Saturday we were employed house hunting in Gourrock, and sadly disappointed to find that the manners and customs of Scotland were so different to those of England and Wales, and that, instead of being able to take a house by the week, and move from place to place on the Clyde, "sipping the sweets from every flower," we should be obliged to take a house for a month, and remain in one spot during our stay in the North. This was provoking, but having no choice in the matter we took rooms for immediate use, for the rest of our party expected that evening per rail, at the Gourrock inn, an hostelry of very modest pretensions, and after overrunning Dunoon and Rothsay, on Monday we finally took a "detached villa" in the former place. Rothsay did not particularly take our fancy, though I believe that it is generally a very favorite place, but as we had not much time there we did not probably see the best houses, yet those we did see did not seem very inviting, and were very dear.

Altogether I think that we made the best choice for our month's residence, as though there is no anchorage at Dunoon that of Gourrock is tolerably near, and considering that there are very few places on the Clyde where you can depend upon the anchorage, unless moorings are laid down, the yachtsman's actual choice of residence is very limited; indeed one may be confined to Gourrock, Helensburgh, Holy Loch, and Rothsay.

What with the rough work we had gone through, the sweepings we had received from Douglas quay on the deck, and the close proximity to our coal friend at Ramsay, the E—— looked dirty enough, so we bought some paint and varnish, left the ship in charge of the crew, and started ourselves for a cruize on land, and in really smooth water.

Two days sufficed for the Scotch capital, and having resolved to return to Dunoon via Lochs Katrine and Lomond, we left Edinburgh at four o'clock on Thursday afternoon, and started for Callendar by rail, with tickets for the Trossacks. On arriving at Callendar two coaches were ready at the station to take us to the Trossacks, and after a charming drive on a most perfect summer's evening we got

down from the coach about eight o'clock, at Mrs. McGregor's well appointed hotel. Owing to the fine weather the country was inundated with tourists, and the hotel nearly full, so that one the more appreciated the comfortable bed room one was shewn into, and the excellent provision to refresh the inner man made in the public coffee-room; a fine saloon managed after the fashion of a foreign ordinary. Altogether we cannot speak too highly of Mrs. McGregor's hotel, which both for comfort and moderate charges is not to be beat.

N.B.—No connexion with the proprietress.

The following morning my two companions breakfasted early, and walked to the top of a ridge of hills, situated midway between the Trossacks and Aberfoil, to see one of the finest views of the Highlands. The distance was about four miles Scotch, or, probably five miles English; but they returned amply repaid for a long hot walk, I wont illnaturedly say as I could not accompany them, by Mistress McGregor's bitter beer at the end of their journey, but by the magnificent view they had seen. They came back just in time to get into a carriage I had got ready for them, and to drive to the steam-boat which leaves the head of Loch Katrine at 11h. 20m.

Where all the scenery is so very striking it is difficult to say that any one spot outshines another, but we were all very much struck with the beautiful drive between the Trossacks and Loch Katrine, its brevity being in our eyes its only drawback.

Punctual to the appointed time the steamer left the head of the lake, which never could have looked more charming than it did on the fine summer day we were so fortunate as to have secured. The combination of wood, water, and rock at the head of the lake, so arranged by nature as to be far beyond my powers of description, must be seen, as we saw it, in all its glory of sunshine, to be properly appreciated.

The steam-boat was rather crowded with the usual heterogeneous multitude that one always meets on such excursions, exciting occasionally one's risible faculties, and particularly so when an apparent stout set Gael, while earnestly conversing with a friend, kept hunting behind him for a pocket handkerchief, evidently forgetting that for the nonce he had left the homely and more useful tails in Manchester, and had donned the more picturesque, but useless garb of the Gael.

Arrived at the end of the lake we engaged a four-wheel dog cart for Loch Lomond, as we had only taken our tickets to the Trossacks, preferring to be unfettered the remainder of our journey than tied down to a tourist's ticket, and right glad were we that we had done so, as we saved all hustling for seats on the coach, and only paid a trifle more than we should have done by that conveyance. We should strongly recommend any one making the same trip to adopt the same course.

On nearing Loch Lomond we were very much pleased with the view that suddenly breaks upon one as one arrives at the top of the hill above the Loch. The lake under one's feet embedded as it were in the hills; which run almost perpendicularly down to the water's edge, and these all covered with fir trees, formed as pretty a little panorama as it is possible to conceive; but I must not trespass upon my yachting friends by taking up too much of their time in reading descriptions, wishing rather to write what may at some time be useful to them.

Our horse was much too good for his work, and he took us down the hill far faster than we wished, as we had both time and inclination to linger longer on this part of the road; however, down he went at a great pace, and on reaching Inversnaid we found that there was ample time for luncheon, which was ready at the hotel, before the arrival of the steamer from the head of the lake.

The steam-boat arrived in proper time, and we had the satisfaction of being conveyed down Loch Lomond in a very well appointed boat, from whose deck-house we had ample opportunity of seeing the Loch, with which I think we were as much pleased, as we were with Loch Katrine. By good luck we managed to hit off the steamers on both sides of the Clyde so as to arrive at Dunoon that evening, with the feeling that we were amply repaid by our smooth water expedition for the rough waters we had gone through to reach them.

On Saturday, the 1st of August, we had the 'E—— over tolerably early from Gourock, she looked all the better for the fresh paint and varnish, and with a famous easterly breeze we soon ran her down to Rothsay; here she was to remain until Monday, when we intended to pick her up by steamer, and to proceed in her to Loch Fyne; in the meantime we took another look at Rothsay, and returned in the afternoon to Dunoon. Our object in leaving the yacht at Rothsay

was to save time, as we could get there by steam any morning in an hour, whereas it might take us many hours with canvas power. In this instance nothing could have been better, as Monday morning commenced with a drizzling rain, and with scarcely a breath of wind, so that even had we started under such unfavorable circumstances we should have lost the whole forenoon in getting as far as Rothsay; as it was, thinking under any circumstances that a wet day might as well be passed at Rothsay, where we should be ready for any change, as at Dunoon, we put ourselves, Supercargo, and another friend we had asked for the trip, on board the Iona at 9h. 20m., and arrived at Rothsay at 10h. 15m.

The Iona is a splendid boat and superbly fitted up in every possible way for the accommodation of travellers, and would that, for the sake of my Scotch friends, I could say a good word for any other of the numerous steamers plying on the Clyde; but in very truth a dirtier, more overcrowded, or unpunctual set of steamers it has never been my lot to see, and to crown all, they seem the general spittoons for the Glasgow community. Such they are in fine weather, but their state in foul weather may be more easily imagined than described, and unfortunately I was obliged to be a witness of their condition under the latter circumstances.

The weather had been gradually clearing as we steamed down the Clyde, and by the time the Iona had arrived at Rothsay, the day was very promising, and finding every thing ready on board the E—we left Rothsay at 10h. 35m., bound for Upper Loch Fyne via the Kyles of Bute. The wind was light at W., and as we stole quietly along the Isle of Bute, with three fishing boats in company, we had ample time to admire the shores on either side, but more particularly those about the Kyles, where we were delayed some little time in weathering the north end of Bute;—taking it as a whole it is a very pretty bit of sailing all the way from Rothsay to Arran.

Just as we opened Inchmarnock waters Bob unfortunately came to announce dinner. I say unfortunately, as we began to feel the effects of the westerly breeze, which had been gradually freshening for some time past, and was likely to render our getting any dinner a service of very considerable difficulty; down however we dived in hopes of being able to manage in tolerable comfort—vain hope, however,—Supercargo, who was not only A1 on the ship's books, but AB also, and up to a dodge or two, was with your humble ser-

vant to windward, while to leeward was my unlucky friend, whose whole time was taken up in handing from his lap every imaginable item that constituted dinner, only to be used by us, and again deposited as before, so that not only did he fare badly, I fear, but being a bit of a swell, and having got himself up to a very extensive amount for the benefit of the Iona community, and omitted to change his garment with change of ship, my readers may imagine his face of disgust at seeing his well appointed inexpressibles converted into a species of pig trough, as bones of mutton, bits of beef, bread, butter, and cheese kept successively pouring into his lap.

Thanks to the unremitting, though most unwilling, attention of our swell friend, myself and Supercargo had fared tolerably well, and the latter having seen nothing but water against the cabin dead lights for the last ten minutes, and very frequently nothing but the same element through the skylight, we thought it time to be on deck again; properly we should have reduced the canvas before going below, but we had only a short distance to go before we should weather Inchmarnock, when the wind would be more aft and we should be able to carry our canvas with ease; but, we had yet to serve our apprenticeship in Scotch waters before understanding them, and as it happened we nearly paid dear for our laziness, as hardly had I taken the helm, and sent the mate to bear a hand to get the topsail off her, before the iron cross-trees doubled up, and leaving the topmast without any support nearly saved us the trouble of lowering the sail. It was a marvel to see a stick bend in the way that topmast did without breaking, but it held on most gallantly, and by luffing sharp up and letting go the halyards as sharply, we saved the stick, and after weathering Inchmarnock we once more set the topsail as we bore away to Adrishlaig.

Lower Loch Fyne is a noble sheet of water and the shore on the port hand going up very pretty, but I cannot say that the opposite coast appeared particularly attractive or worthy a nearer visit than we gave it.

The wind was a point to the S. of W., and we kept the middle of the loch, thus getting the whole benefit of the breeze, which would at times spin us along eight or even nine knots, and at other times quietly take us not more than five knots an hour. No craft was near us as we wended our way on, but we caught sight of the white sail of a yacht rounding Inchmarnock when we were opposite

Tarbet; we had therefore the broad water of the loch all to ourselves until we neared Adrishaign, where we arrived without difficulty at 6h. 30m. p.m., and anchored about 150 yards to the N.E., of the little harbour.

Close to Adrishaign we passed through a perfect little fleet of fishing boats engaged in the herring trade, and it seemed a mystery to me how they were all enabled to gain a livelihood; I think I counted some seventy of them in one cluster, and I cannot say that I admired either their hull or their rig. It appeared to me that not only have the builders of these boats derived little or no benefit from having so clever a designer as Mr. Fyfe near them, but that they are as faulty in their rig as in their hull. They are one and all lugger-rigged, which I should have supposed very ill adapted to Scotch waters, as where squalls are so heavy and so frequent the less weight a boat has aloft the better, whereas among the disadvantage of a lugger is that of having a heavy yard at the top of the mast. I should have thought the Bermudian, a particularly suitable rig for the Scotch lochs, but as I have not to sail their craft I had better leave the fishermen to their own inventions! and after all a stranger is very apt to call a custom "native prejudice," which upon enquiry may turn out to be anything but prejudice, and the result of long bought experience.

CHAPTER III.

Adrishaign is a place that I should not recommend any yachtsman to visit unless obliged to put in for provisions, as there is really nothing to be seen there, and the anchorage is very much exposed to the S.W., so much so that it must be very disagreeable riding in strong winds from that quarter, and in a gale absolutely unsafe. If bound for Inverary in a S.W. wind I should recommend Tarbet as a resting place if late in the day, or there is a snug little nook, about a mile north of Tarbet, affording very good shelter; but if the yachtsman has time let him run on towards Adrishaign, and when within two miles of it he will see on his starboard hand the large beacon on the Otter Bank, which, as it were, divides upper from lower Loch Fyne; let him round the beacon and run along to the

ward of the bank until he comes to the South shore of upper Loch Fyne, where he may anchor in comfort close to some small cottages.

We could not start on Tuesday morning so early as we wished owing to the time it took to repair and reset the cross trees, so that it was 10 a.m., before we got clear of Adrishag; and now began the most delightful part of my cruise! A S.W. wind of sufficient force to take us about six knots an hour, just the right speed to give us time to see every thing without being wearied; sunshine and clouds giving light and shade to the picturesque landscape around; the scenery far prettier than anything I saw in the north; no sandbanks to bring us up; no strong eddies to cause us anxiety as to hidden rocks, altogether combined to make our cruise in upper Loch Fyne the most perfect bit of yachting it has ever been my lot to see; then, forming the prettiest distance to the picture imaginable, was the neat little village of Inverary with its quay, its park grounds, and its well clothed hills.

Here the rough voice of Supercargo from the cabin put an end to all sentiment as he invited us to more sublunary scenes below.

It was not possible to remain long below under the circumstances, and in the locality just described, so that we were soon on deck again, and watching our approach to Inverary, where we anchored to the southward of the quay at 2h. 15m.; being anxious to start on our return so soon as we could, that we might get some distance back on our road to Dunoon that evening, having much to see in other parts and but little time at our disposal, we pulled ashore immediately and turned our steps to the Duke of Argyle's grounds.

We were unfortunate in not being able to see the interior of the Castle owing to the Duke's family being there, but we had ample opportunity of seeing the exterior, as permission is courteously given to strangers to walk in the park. The Castle is no doubt what advertisers would call "a very commodious mansion," it being one of those square built houses which always afford better accommodation than those of more architectural pretensions, but I was very much disappointed with its appearance, as it was built at a period when architecture was at a very low ebb, about 150 years ago, and consequently is exceedingly ugly.

Where however art has done so little nature appears to have done her utmost, as the grounds round the Castle, with the amphitheatre

of meadows amidst a chaos of rock and wood, are formed for the most enchanting retreat it is possible to conceive; altogether Inverary is well worthy a longer visit than we were able to pay it, as we only remained an hour and a half, whereas two or even three day's might be most agreeably passed amidst its mountains and glens.

A sort of accident (?) had happened at Gourrock to our cellar, and having been disappointed of some wine from Edinburgh we were rather afraid, as our swell friend showed a predilection for that particular liquor, of running short of sherry, so we thought it advisable to turn into the Argyle Arms, "*en passant*" and procure a bottle of Xeres, but imagine our dismay, not to say disgust, when the landlady, with the blandest of landlady's smile, had the conscience to charge us seven shillings for it! 84 shillings a dozen for "quasi" sherry! really an inferior wine for which Mr. Harris of Douglas, to whom allow me to recommend all yachtsmen, had charged me 32 shillings: however it would never do to run the risk of being short of sherry, so seven English shillings (may two of them have been bad) was I grudgingly obliged to give. The moral of this is that yachtsmen should pay particular attention to their cellar department if bound for Inverary. The most provoking part of it to me was that we made so good a run back that the seven shilling bottle was not required.

On nearing Inverary we had seen a cutter at anchor off the town, with her mainsail up and chain short ready for a start, and as we came down to our boat at the quay, she was just letting draw her head sheets, and standing on a wind down the loch. To our surprise after we were under weigh, instead of seeing her a mile to windward, we saw her paying well off with the evident intention of coming to leeward of us, and taking the wind out of our sails on the next tack. Now, however great a compliment we felt it to be worthy of a contest with the "Extravaganza," of 48 tons, we could not help thinking that it would have shown better spirit as a yachtman on the part of her owner had he measured his strength at Kingstown, where we did not see him, with vessels of the same size, such as the Phryne, Vindex, or Surf, rather than with a little 18 tonner, in cruising trim and with cruising canvas, not to mention the want of courtesy shown to another yacht owner in going out of the way to take the wind out of his sails; but, much to our delight, instead of passing us immediately, thanks to some good steering on the part of my mate, it took the Extravaganza an hour to get to windward of us,

and eventually as the wind got very light we had the satisfaction of paying her the same compliment just before reaching Rock Patrick, which is about half way up upper Loch Fyne; here she stood over and anchored on the north shore off a small hamlet. Of course on our return we had more time to look around us, and in the many tacks we took down the loch had every opportunity of seeing each little bay and headland of upper Loch Fyne, and were quite satisfied that our first impressions by no means overrated the beauty of this charming yachting *locale*. After passing Rock Patrick our progress was very slow and tedious, but we managed to get into a little bay on the north shore, by 10 p.m., about a mile from the Otter bank, which according to the chart was called Loch Gaer.

Early next morning August 5th, we sent our mate to look out for something in the shape of eggs, &c., for breakfast, but he returned with a most doleful account of the productions of Loch Gaer; no milk, butter, eggs, or even potatoes, were to be procured, and Will could not at all understand how the natives lived; however, as we were independent of them for the present, we did not care to go into the question of the imports and exports of Loch Gaer, but got the good ship and breakfast under weigh at 7h. 30m.; and in a squall of wind from S.W., and a heavy shower tacked over to the south shore.

On leaving our little bay we made out our friend the *Extravaganza*, ploughing along about a mile to leeward of us, so that had her owner only waited he would have had this legitimate opportunity of testing the powers of his vessel without adopting the unusual course of the day before. The *Extravaganza's* sails were sitting admirably, particularly a gaff-topsail which excited my envy considerably, as it sat like a board; on the other hand we were sadly out of conceit with our own sails, as being new, the rain had a very bad effect upon them, and the consequence was that we did not hold nearly so good a wind as on the preceding day. The *Extravaganza* came on in fine style, and in lower Loch Fyne, where both wind and sea increased, she got well away from us and showed us the road to *Rothsay*.

The wind continued much the same all through the day; at one time we had a nice gaff-topsail breeze, at another it was down gaff-topsail and ease her to the squalls as they came from the hills of the west shore along which we tacked. The rain fortunately held up at noon, and we passed through the Kyles of Bute with a tolerably

clear sky and famous leading breeze, which spun us past Rothsay, Tower Light, and Innellan, landing us at Dunoon by 6h. 30m. p.m.

On the 6th, 7th, and 8th, we did nothing in the shape of aquatics, except drying sails, on the first, and taking a look at our neighbours in Gourrock one of the two latter days, neither of which were propitious enough for being under weigh. Our neighbours were very few; our old acquaintance the *Circe*, of 120 tons; the 16 ton *Ethel*, by Moore of Plymouth, of Pixie fame, a very nice little well arranged craft with plenty of sticks; the "*Anemone*" a magnificent 70 tonner of Harvey's, the perfection of a cruising craft; the *Egre* representing Fyfe in a 25, as well as the *Aquilla* in 42 tons, were the only craft, excepting some small fry in the bay.

On the 9th, the weather again brightened up and enabled us to pay Loch Long a visit. We had a fine breeze to take us to the end of the Loch, and we thought the upper part of it not unlike upper Loch Fyne, though not quite so good, and moreover requiring Inverary and its park grounds as a finish to the scene; but notwithstanding that it falls short in beauty to Loch Fyne, it is well worth while setting a day apart to pay Loch Long a visit.

The 12th August was no doubt a very joyous day to many north of the Tweed, but to us it was a "Blank my Lord," as our Supercargo, who had been, as at sea so on land, the best of companions, was obliged to leave us early for Glasgow and the south. To console ourselves we sailed up Gaerloch, which though differing in every respect from the other lochs we had seen, afforded us, under the circumstances of our bereavement, as agreeable a day's amusement as we could have expected. In going up Gaerloch you have to leave a perch on the starboard hand; between it and the western shore, the tide runs very strong, so strong that on paying Gaerloch a visit it would be advisable to consult the tides; and I may here observe that this is the only Loch on the Clyde that we visited requiring any such consideration.

On the 13th we made an attempt to leave our card on Mr. Fyfe as we were anxious to make the acquaintance of one whose name and works were so familiar to us, but the fates were against us, and after being becalmed for two hours, and then getting but a very light easterly breeze, which promised soon to change to another calm, we thought it advisable to return, having ladies on board and not liking to risk being out all night.

The 14th was to be our last day on the Clyde, so rather than run the risk of not seeing Mr. Fyfe and his yard, we entrusted ourselves to one of those dirty means of locomotion used by the Scotch travellers on the Clyde. Largs was the nearest place to Fairlie, that the steamer touched at, but from thence it is only two miles distance, so that there was no difficulty in reaching Fyfe's yard. We were unfortunate in the time of our visit as there was nothing on the stocks except a fine useful looking 30 ton craft, nearly completed, for the Vice Commodore of the Thames, who was on the spot superintending the fittings. I was very glad of the opportunity of making the acquaintance of so well known and thorough a yachtsman, not only on account of his yachting qualifications but from his having saved the club, to which I have the honor to belong, in the nick of time from the horns of a dilemma ; but if I may venture to criticise his lordship's boat I am afraid I must say that Fyfe will have to put some 10 feet in her, before she comes up to her owner's estimate of what a vessel ought to be.

I remained some little time talking to Fyfe, and had I not been afraid of taking up too much of his time, I should have remained longer, as there is much to be learnt in talking to such a man, and nothing could exceed his courtesy : he showed me many of his models, and among them that of the "Surf" which seemed to my eye as near perfection as it is possible to build a craft. I pointed out to Fyfe that in the Surf herself there was a want of copper above the water line amidships, which gave her a greater appearance of sheer than is consistent with our present ideas of beauty. I believe the reason of this to be that her owner has put her lower in the water than Fyfe originally intended, to enable her to carry some tremendous spars, and that her Captain has greater power of persuasion with him than the builder, and thinks it better to keep these spars on the vessel and put her lower in the water rather than reduce them and lighten her. She is a beautiful vessel and would be improved in appearance by being higher out of the water, and I should also think be improved in speed ! Sailing is entirely a question of power and resistance, if by immersion you can multiply the former in a greater degree than you increase the latter, you are on the right road, but you must beware of overstepping the boundary, as directly your resistance is becoming greater in proportion than your power, you are all wrong. In

putting a vessel down lower than her water line, you are not only killing her buoyancy but immersing the thickest part of her, and obliged to place so much ballast in to effect this object that no amount of power you can give will compensate you for the vessel's dullness, or make up for the resistance you are creating.

But after all what a shadow of a difference there is between the Surf and the Phyrne, which alone of all her competitors has had rather the best of their encounters! At Kingstown the latter was on one occasion victorious by five minutes, and on another by twelve minutes in a course of fifty miles!

The following day, Saturday, I ordered the E—— to call for me at Dunoon, with the intention of taking her to Rothsay, where she was to remain until Monday morning early, when she was to proceed to the Kyles, where I was to join her "homeward bound," to the delight of Will, who was newly married. I was also myself somewhat anxious to retrace my steps, and considered that for one season I had done the Clyde and its neighbourhood pretty well. In the morning the yacht made her appearance under trysail and its accompaniments, with the wind blowing hard from the S.W.; and now appeared in strong colours the disadvantages of Dunoon as a yachting place, as it was not possible to put off in the dinghy without getting more water in my pockets than I cared to take on board, such a sea was tumbling into the place, but as I had no intention of making the attempt I beckoned to Will to proceed without me, and off he went. The beat to Rothsay, however, did not seem much to his liking, as within an hour of his leaving Dunoon I saw a yacht, which I soon recognised to be the E—— running before, what was then, half a gale, Will evidently preferring the quiet anchorage of Gourrock to the hammering he was likely to get on his way to Rothsay.

On Monday the E—— again made her appearance under more favorable auspices, and we were not long in transferring ourself and carpet bag on board. At 9h. 15m. we were standing down the Clyde with a fine north-westerly breeze bound to Campbeltown, having rather a longing to pay that harbour a visit, and also to see the west coast of Arran, and the waters between it and the main land.

We spun merrily past the shores of the Clyde at fine speed, with three fishing smacks, about the same size as ourselves, in company to leeward of us, but we did not keep together long as when we

hauled our wind by the Tower light to beat up to the Kyles, and so round the north of Arran for our port, they stood away for Cumbray, and were speedily out of view. After passing Rothsay we had to take a couple of reefs in the mainsail as the wind here headed us, and at the same time increased considerably. It was very squally all the afternoon, at times giving us as much as we could manage with our two-reefed mainsail, at other times again so light as to reduce our speed to "slow," and cause us to think, in case we could not weather Arran, of making for Loch Ranza on the north of the Island, rather than Campbeltown. This we should have liked very well in a S.W. wind, when the anchorage at Loch Ranza must be very good, and under such circumstances we should have been very glad to see the place, which we had heard was well worth a passing visit; but as it must be very much open to the north, and a strong wind was blowing from that quarter we were not over anxious to run in there, strangers as we all were to the port.

No sooner however had we opened our old friend the "Inchmar-nock waters" about 3h. 15m., than we found that there was little reason for giving the question a thought, as we could easily weather Arran, and should therefore, barring accident, have no difficulty in reaching Campbeltown. Altogether the prospect before us was cheerful enough! A blue sky, a fine rattling breeze, a weather port to be reached with the sheets a point or so free, and plenty of daylight, were yachting facts to congratulate ourselves upon, and presented a very "couleur de rose" complexion; but it was too good to last! as when about half way across Loch Fyne, on turning my eyes to windward, there were signs both on the water and in the sky that foreboded us no good.

By all rules of seamanship we should have reduced our canvas when we saw the storm brewing and before it struck us, but as we were well to windward we thought we should be able, by giving her another point, to carry the canvas then on her and make short miles of them; but we were not long in being undeceived, as it came upon us with a rush that threatened to upset the balance of power between sails and ballast, and sent us flying through the water at a very gratifying pace, but at the same time immersing our lee side to a degree that we had never seen before, and it was sharp as well as wet work to get the foresail off her before any damage was done; however, we did get it stowed away in time, much to the relief of the good ship.

The wind kept on increasing and raising a nasty short sea, which being just on our quarter troubled us a good deal, so that we made up our minds to haul more on the wind, and make for smooth water under the weather shore, instead of steering straight down the Loch; and here the little E—— played us a shocking dirty trick, the only one of the voyage,—she was going at her utmost speed when I put the helm down to bring her nearer the wind, and at the very moment an unusually spiteful little wave caught her and, apparently, every pint of it came in at the weather bow, went over the booby hatch, and out at the lee quarter. I was lucky enough to have been under the protection of Mr. Cording, but it fared ill with both the hands who had scarcely a dry rag on them, neither were there many things dry in the cabin, as the sea found its way in some marvellous manner under the skylight, and everything below was more or less damp.

Anxious as we were to see the waters of Arran we had no wish to make their acquaintance in such a manner, or to be on such very familiar terms, so we made for the protection of the land at once, but there it seemed to blow harder, and even when running dead before the breeze we had to put two more reefs in the mainsail before getting the proper balance of power and feeling quite at ease. On beating into Campbeltown we carried away the main shroud in exactly the same place that we had carried it away off the Isle of Man, so that the Manx blacksmith was no better than his predecessor, and if ever I edit an almanac I am quite sure that the name of Vulcan will not appear in it in red letters.

(To be continued.)

THE GALE.

"The wind bloweth where it listeth, and thou hearest the sound thereof, but canst not tell whence it cometh, and whither it goeth."

[At this period of the year when heavy storms are of frequent occurrence, the following article on the gale taken from the last number of the *Journal of the National Life-boat Institution*, will be read with interest.]

We are not about to write a sermon, although we have commenced with a text; but the sentiment conveyed by it is so beautiful and appropriate to our subject that we cannot resist its introduction. And surely it may be both advantageous and interesting to many of our sea-

THE GALE.





faring readers to study reverentially, and somewhat more attentively than they may have already done, that mysterious phenomenon, the mighty gale, which though they see it not, they both sensitively hear and keenly feel; whose effects, so far as evident to them, may have seemed to be only or chiefly evil; and on which, in moments of anxiety or self-reproach, some of them may even have looked with fear and trembling, as an agent of Divine wrath, strewing its pathway with devastation and woe.

Now, we hope to make it clear to such persons that the fiercest gale however calamitous in some of its effects, is not an instrument of anger, or the result of a fortuitous chance; but that, on the contrary, it is a part of a well-considered and benevolent plan, chiefly an instrument of good, and that its partially destructive effects are only sufficient to place it in the category of imperfection, in which all things in this temporary world must be classified. And surely they may derive from such knowledge that calm and resolute acquiescence in God's providence as shall come to their aid when danger threatens, and impart to them the coolness of head and strength of nerve which shall best enable them to successfully battle with and avert its consequences.

If in any cases such should be the result, we shall have attained the practical end which we have in view. For how many valuable ships, and still more valuable human lives, annually perish from the want of that cool judgment and presence of mind in those in command, which, in moments of extreme peril, is beyond price!

It is, of course, known to every one that the wind is merely the air in motion; but the nature of the air, the reason why it is put in motion, and what occasions its being so, is known to comparatively few. We will briefly attempt to supply that rudimentary knowledge of the subject which should be possessed by every one, and which cannot but be both interesting and useful.

The air, which is the first essential to all animal and vegetable life, is what is termed an elastic fluid: although invisible to us, it is as much a fluid as water and the many other ordinary liquid bodies which are visible to the eye, and with which every person is familiar; but it is much lighter than liquids, or technically speaking, it has less density. It also possesses the property of elasticity to an indefinite extent, which water and other liquid bodies do not. Thus water, even under enormous pressure, can only be slightly compressed into a smaller compass; but air can be compressed by force, or expanded by the withdrawal of pressure, to an amazing extent. For instance, a thousand cubic feet of air, by the aid of sufficiently powerful machinery, might be compressed

into the space of one cubic inch, whilst, on the other hand, if from an air-tight vessel, of sufficient strength, holding a thousand cubic feet of air, the whole of it except one cubic inch could be artificially abstracted, the remaining cubic inch would, from its own elasticity or expansive power, completely fill the whole vessel.

The air which surrounds this globe is a compound body—that is to say, it is composed of different bodies, which can be separated one from the other. Its principal ingredients are two gases, called oxygen and nitrogen; these are mechanically combined in the proportion of four measures of nitrogen to one measure of oxygen. In the great laboratory of nature they are being constantly separated the one from the other, by the respiration or breathing of animals and of plants, and by combustion or burning, and also by the oxidation of metals, fermentation, &c.

This important body, the air, without which no animal or vegetable life could for a moment exist, and on the purity of which the healthy state of each so greatly depends, has been generally supposed to be of essentially a local character, being confined to a comparatively short distance above the earth's surface, and which distance has been variously computed by astronomers at about 40 or 45 miles. Such, however, is the elasticity of the air, that at the height of about $3\frac{1}{2}$ miles above the sea-level, the aeronaut, or mountain traveller, has ascended through one half of the atmosphere; the remaining half being less subject to pressure and the attraction of gravitation, occupying no less than 40 or more miles in vertical height. At the level of the sea the barometer stands at the mean height of 30 inches; but at the height of $3\frac{1}{4}$ miles it stands at only 15 inches, at 6·8 miles at 7·50 inches.

Some idea of the attenuation of the air at a short distance above the earth's surface has been lately exemplified by Messrs. Glaisher and Coxwell, in their perilous balloon ascents in this country, when, on one occasion, at a few thousand feet above the earth's surface, the pigeons they threw out, beating the "thin air" with their powerful wings, obtained no support therefrom, but fell rapidly, as though lifeless, towards the earth; and when at the extreme height of $6\frac{1}{2}$ miles, to which they ascended, the combined effects of the reduced pressure on their bodies and the more rarefied food to their lungs reduced Mr. Glaisher to a state of insensibility, and almost overpowered Mr. Coxwell, thus proclaiming, as in so many words, to the race of man, "So far canst thou come, but no farther, and hither shall thy proud course be stayed."

We have stated that the air is a compound body, and that its com-

ponent parts are readily separable the one from the other by various means. It is also capable of holding foreign bodies, such as aqueous and other vapours and exhalations, and minute particles of vegetable and mineral solids, in the shape of dust ; and of retaining in connection with it other gases, the products of the decomposition of animal and vegetable matter, and of combustion. It follows, therefore, that its properties near the earth's surface, as a respiratory and alimentary medium, must be of a varying character, according as foreign bodies, by exhalation or otherwise, have mingled with it. It is, however, a remarkable proof of design that the two chief constituents of the atmosphere are always in the same proportion; for whether in a fever hospital or on the top of a mountain, the nitrogen and the oxygen are in the ratio of four to one.

But, even if experience did not prove such to be the case, we might reasonably expect, from the analogies of nature, that some one especial state and proportional combination of the ingredients of the air would be fitter for the respiration and health of animals and vegetation than any other, and that, therefore, some plan would have to be devised and arranged to maintain generally that happy equilibrium. We need not, however, theorize on this point ; for the statistics of health and the returns of the registrars of deaths only too plainly record the often dreadful effects of poisoned air in our larger cities and towns, from want of ventilation in the dwellings of the poor, and from insufficient or imperfect sewerage in general ; and in many of our rural districts, from the malaria arising from undrained marshes and swamps.

Before, however, seeking for that machinery in nature, devised to compensate for such local disturbances of the purity and life-supporting properties of the air we breathe and live on, it may be worth while to consider for a moment some of the known important properties of the air, although all those properties which Infinite Wisdom has planned may not, and perhaps never will, be discovered by man. In describing, or rather briefly relating, some of these wondrous properties, we shall not attempt to enter into an explanation of them, this not being a scientific treatise, and our only object being to convey some faint impression, in this one phase of nature, to the minds of the more unscientific of our readers of the wisdom, and power, and contrivance that have been, and are being, exerted by the Great Creator of all things for the sustenance and welfare of his creatures.

1. *Support of Animal and Vegetable.*—The first and highest function of the air, if we may reverently use the expression, is the support of the life of man, of intelligent beings ; the support of the life of all

the inferior races of animals and of the vegetable world being subservient to it. It will be sufficient to state that this wonderful power is effected through the medium of organs which, in the higher classes of animals, reside in the lungs and in the skin, and in plants in their leaves, which organs have the power of decomposing the air, and appropriating that portion of it which is necessary for the growth or support of animal or plant, and discarding that part which would be useless or injurious to it. It will be sufficient to further state generally that that part of the air which is exhaled by the animal as a product of respiration is necessary to the plant, and that that part which is changed by the animal and by combustion is vivified so to speak, by the expiratory organs of the vegetable world, and that thus the general equilibrium or purity of the atmosphere is maintained.

2. *Combustion*.—Without the medium of the air there could be no combustion, as the process is commonly understood, since fire cannot under ordinary circumstances exist unless fed by oxygen gas; and inflammable bodies, in giving out heat and light, decompose the air and consume its oxygen. Indeed, the process by which the air is decomposed and its oxygen appropriated by the breathing organs of animals, thereby producing animal heat, is a species of combustion. How great a necessity, therefore, is this property of the air must be felt by every one.

3. *Evaporation*.—Another important property of the air or atmosphere, caused by its density and weight, is the distribution of moisture. The minute aqueous particles which now float upwards through the air become partially condensed under change of temperature; they congregate in clouds, and are carried by the winds of heaven over the dry land, there to fall in refreshing rain, revivifying the face of nature, and replenishing the lakes and springs and rivers for the use of man. If there were no atmosphere, the ocean, to be sure, and the dry land would still exist; but the former would be calm and still, and lifeless, a veritable "dead sea", and the latter one great waste. No life, no motion, no sound around the whole vast globe to disturb the eternal still and silent void, a void which it is painful even to contemplate.

4. *Reflection of Light*.—A fourth remarkable property of the air is the reflection and diffusion of light. If there were no air there would be perfect darkness on every spot on which the sun's rays did not fall; no object would be visible, even under the shadow of a house or a wall, and intense darkness would be in all our dwellings, for, as already stated, without the air there could be no combustion, and therefore no artificial light.

5. *Transmission of Sound.*—Without the air there would be no sound, all sound being occasioned by a motion or vibration of the particles of the air, so that without the air there could be no speech.

Our space, however, will not allow us even to enumerate all the known properties or functions of this wonderful and beautiful fluid. Without it, we could not navigate the ocean—we could work no metals; indeed, as we have already shown, without it we could not live.

Such being, then, the all-important character of this surrounding medium in which “we live, and move, and have our being,” we might feel sure, as inferred under a previous heading, that some adequate machinery would be set in motion to preserve it in the purest and most fitting condition to fulfil the important functions required from it.

Such a machinery exists in the wind—that is, in the motion given to the air itself; through which motion as complete a circulation and intermingling of parts and purification of the whole is provided as exists in the animal body by the circulation of the blood, and in the waters of the globe by the system of ocean currents and tides, and rivers, and streams. The great “trade winds”, as they are termed, near the ocean’s surface, and the great counter or return currents, in the higher regions of the air, being, as it were, the gigantic arteries and veins of the system, and the lesser and more temporary winds being subsidiary to them.

It will be sufficient here to state that the chief cause of the wind is change of temperature in the air over large surfaces: the heated air, for instance, as in the tropics, becoming lighter by expansion, and ascending into the higher regions, and the colder and heavier air from the Poles rushing on, like an ocean tide to supply its place. The winds are also affected by the motion of the earth on its axis, and probably, to some extent, like the waters of the sea, by the moon’s attraction.

That, however, with which we have chiefly to do is the point from which we started, that the great object of the wind, even of the fiercest gale, is a benevolent one, affecting the whole human race; that any evil which accompanies it is minor and temporary, affecting comparatively but few persons; and that the loss of human life which is occasioned by it at sea arises, for the most part, from the unskilfulness or ignorance, and only too often from the culpable neglect, of the owners of shipping property, and of seamen themselves.

THE PAST SEASON.

DEAR MR. HUNT.—It is long since I had this pleasure, but will now try to fetch up some little of my lee-way, even at the risk of being thought unweatherly after all.

The finest yachting season the aquatic nobility and gentry of Great Britain have been blessed with for many a year, has now ceased to be; its last rays clouded by the death of the oldest and ablest yachtsman this country has ever produced; but whose memory, wherever nautical science is held in honour, where fair play is held in respect, or where private worth, public liberality, and Christian charity are esteemed and venerated, will never cease to be the standard every yachtsman may feel proud to emulate. The name of Weld, through a long and honoured life justly claimed in death that motto so few can strictly call their own—"Sapere, sans reproche."—Quitting this painful subject and reverting to yachting generally, this last season has been productive of more congeniality amongst members of the various clubs and yachts than ever before broke through that Alpine barrier of set, riches, and class. True, that in its commencement schisms arose, subversive of cordial unity, graven regulations, and friendly concord—still in the long run—right naturally, quietly, and honourably assumed, and claimed and received its proper meed of respect and support; and the close of this day of strife shed a bright ray of reconciliation on its conflicting elements, and produced as the fruits thereof, a liberality of donations in the form of cups and gold, distributed both by private hands and public funds, that has given this year's yachting in the "Victoria" portion of the Solent waters and west of Ireland, an *eclat* which will long be cherished as an honour to the donors, and a most pleasant memento of a past happy time. But who could be otherwise than happy with such glorious weather, shared by the gentle presence and genial influence of those fair genii who preside so happily over the destinies of mankind, whether on shore or afloat.

There has also this year been exhibited a degree of emulation in building fast racing cutters especially, that does infinite credit to that spirit of enterprise by which alone the prestige of yachting can be maintained; but the result has not been commensurate with the effort and expenditure for the following reasons,—*Size* has given place to the "sine qui non" of building a vessel of only such a tonnage, as will enable her to give and take time, with the least risk of losing her race and also of such a formation as will best enable her to compete with success in such waters as produce the best prizes, and as these are prin-

cipally limited to smooth water, a degree of sharpness both fore and aft has been deemed necessary, which in the very circumscribed tonnage of the vessels has left no space for such a midship section as will give either ease or stability in more open waters. In other words, that most important property in the racer, the hunter, and the hounds, has been sacrificed; and want of *Bottom* has rendered these fine specimens of yachting architecture comparative failures.

It seems still in point of fact, more a lucky hit, than the result of perfect mechanical and mathematical skill, that now and then produces that most difficult combination of power and speed that we yearly witness in the "Arrow" and "Alarm", and the never to be forgotten "Mosquito," good to perfection, even when now out of training as a racer, but ably commanded as a cruiser. Witness also the "Aura" who with the apparent fullness of a slow yacht fought her way to the front in her first season in competition with the sharpest and fastest yachts—In fact, Hatcher of Southampton and Fyfe of Fairlie, who stand unrivalled as successful builders of racing 50-tonners, and whose whole skill and energy have been zealously given to arrive at that happy combination of fleetness and stability essential to success in any weather or water, find the very small space on which they have to carry out the experience of years, constantly defeating their best and most carefully arranged formations. And I fear this must ever be the case where outward formation has to yield to internal gravity, in the shape of lead ballast, however low placed, as the principal fulcrum wherewith to resist the leverage of such masts, spars, and sails, as these vessels are doomed to carry—one other thing frustrating what is so eagerly sought for, namely: the determination of some owners to so far dispute the models of their builders, as to carry out some "doubtful" improvement of their own, ignoring the fact that it takes the best years of a builder's life to arrive at the amount of architectural skill he possesses. This fatal error is only equalled by the weakness exhibited by some builders in yielding up their better judgment to the most superficial knowledge of facts, thereby entailing on all concerned an amount of painful mortification; and on the builder, so long as the yacht floats, the odium of a failure not due to *his* want of skill, but of moral courage to steadily, yet respectfully, resist an innovation on his most cherished plans.

Now, as to lead ballast, I wish it could ever be fairly tried, whether (in a sea way) iron, as being less dead weight in proportion to bulk, would not give, an amount of extra speed, more than equivalent to any loss sustained by reduction of canvas required by the last being necessarily stowed higher than the lead. Iron yachts however as their

greatest superiority (independent of extra internal space) claim to be able to stow their ballast lower down than wooden vessels, and so they do, the whole thing falling back on the determination to depend on that sort of vessel whose formation can bear an extra amount of pressure from above, in conjunction with a certain quantity of dead weight below. I mean that this object is too often allowed to take a precedence over strictly perfect lines in the outward formation.

Reverting again to lead;—the yachting world owes a debt of much gratitude to Mr. A. Lyle, of the Royal St. George's Yacht Club, for being instrumental in carrying out the present rule as laid down in most clubs, that no shifting ballast should be used, or allowed on board racing yachts. The test of "to be, or not to be," being the apparently safe medium of an owner's word of honor, that such a rule has or has not been violated; and if the first the forfeiture of his race. Sad as the fact is, still it has been proved this season, that like the lead on the "Turf weighing scales," honor has been violated, lead *has* been shifted, and this most imperative of all rules, where fair play and nautical skill are held in honor, has been broken in more instances than one. Why not make a casting of an iron or leaden yacht at once in one solid piece up to her cabin floors, leaving sockets for her upper timbers in its upper sides, and screw bolt them below; rather than allow "The Cup" to trample under foot every obligation binding gentlemen together as sportsmen? I fear we are doing what in the brute stock is called, breeding in and in, for the mere sake of speed *on the flat*, and thus in the yacht, marine science properly so called, will gradually be ignored, and supplanted by any artful dodge having for its ultima Thule, a certain number of *guineas* in specie or their equivalent in any shape. These however are the exceptions; opposed to which in bold relief are dozens of noble spirits, contending in honor, for honor alone, and whose non-success is the more hard, that it is produced by the leg and gentleman competing together.

These assertions may be properly deemed very strong, and so they are, and intended to be; but I am not talking out of the book. How many noble spirits of every degree of yachtsmen do I know who after lavishing thousands in the honourable emulation of a fair play competition, have retired from it foiled and disgusted by being "Done," in the strongest and worst sense of the word. As to lead ballast being shifted, I have taken the dispassionate sense and conviction of more than fifty gentlemen (properly so called) owning yachts, whose opinion is that exclusion from a club will alone put a full stop to it. Yet whilst this exists, of what use is it to strain either brains or purse strings to produce so perfect a model of grace, and speed, and power, as the true

yacht ought to be, reliant on her own intrinsic merits for a combination requiring the same skill in completion as the formation of a frigate.

Next year will produce some new formation, doubtless expected to surpass the last, and just figure to yourself the true sportsman and loyal gentleman, sickening under the following conviction,—“*I know*, if I could only get the same fair play I am willing to give, I ought as a matter of taste and judgment, build upon such and such lines; but I tried this and failed, and I must now act on expediency more than practical conviction, or lose all hopes of being a winner.” The worst feature of all is the true men get disheartened;—yachts get built on fictitious principles, proving disappointments perhaps in all save one peculiar merit! they are sold at ruinous sacrifices, or kept in ordinary at a painful expense, and yachting is voted a bore.

There is no doubt that speed now-a-days is everything; well, be it so, but why not build a yacht, as you breed a race horse, perfect in its most natural formation, and not dependent on light weights or heavy lead, for its coming in a winner. It being my firm conviction that if you did away to-morrow with all internal and artificial aid in the present class of racing yachts, and ran them, ballasted alike with iron, and *no shifting*, that there are a dozen 5-year old craft would lick them into fits with a strong breeze, smooth water or rough.

It is said however that we daily become more scientific; and it may be added more artificial, and as the advertisements say, “for further particulars refer to the daily papers.” Don't let us however allow any slight of hand or head, pervading the land, to follow us on to the clear blue sea, where we can, if we choose, leave all earthly impurities behind, and in the buoyant yacht and freshening breeze feel pure and untrammelled delight and health.

There has been a large yacht in these waters this season owned and built by a gentleman as an experiment on new lines altogether, and if she has not fulfilled all he was led to hope from her, still every credit is due to Mr. Gibson of Ramsay, for the spirit which induced him to embark so large a capital in scientific Marine formations altogether novel to the yachting world. Then there was the Aline schooner built by Camper, perfect in her complete simplicity of style—a model of beauty and nautical skill. Mr. Camper has passed to his rest, honoured and beloved by all who knew him, both as a first-rate builder, and a true and honoured friend, and his place is held by a gentleman whose chief pride will be to emulate his predecessor, and whose skill is equal to his efforts.

Cowes is dozing away the winter months, looking forward with hopes for the spring, when with the blackbird and thrush, we begin to chirrup about fitting out our yachts, and all is hurry and scurry to be first served and ready for sea.

This winter has thrown a gloom over Cowes, such as it will not easily shake off, in the death of one of its most honoured gentlewomen. I feel trespassing on sacred ground, when I here take the great liberty of breathing her name, but as no yachtsman, of whatever grade, making Cowes his summer's rendezvous, can have been uninformed of the boundless charity of those truly Christian ladies, the Misses Ward, so all who have been honoured with the slightest knowledge of Miss Honora Ward, will feel deep sorrow at hearing that she has been called to the foot of that Throne, where alone her spirit of peace and virtue could find its true haven of rest. But memory will fondly see that gentle form, moving through that little town, with the high bred grace of modest bearing, courteous to all, kindest to the poor; forgiving to the sinful that would fain sin no more; and to be seen with the bright halo of true charity surrounding her, entering the doors of fever and disease, of want and misery, lighting up by her presence one cheerful ray of gladness in the sad heart of poverty, and kindling one gleam of repentant hope in the soul of lost and degraded vice. And hundreds of the poor of Cowes, loved the many gifts of her open hands, less for their worldly worth, than through their respectful love of the gentle donor.

But if on the one hand Cowes must ever deplore this most irreparable loss, it may otherwise feel deeply grateful that it has gained a resident in the person of Mr. G. R. Stephenson, who with the most munificent liberality has sought out every opening whereby opulence can administer to the wants of the poor, and in aid of every contribution tending to the well being of the inhabitants; and indeed it would be hard to say where this gentleman's generosity has not made its practical efforts a present help in the time of need.

As to yachts generally, there seems less inclination to build large ones this season than to sell and buy again, and there are several *Al* yachts in the market for no other apparent reason than the love of change, so closely allied to yachting generally. One great addition to the zest which must ever be inspired by this most delightful mode of spending a summer, has been the introduction of private matches, and those of the long passages in open waters from one given port to another, inaugurated by the liberality of the more opulent members of the yachting world. Next season will produce a strong competition in the aquatic sportsmen, and it is most devoutly to be hoped that the good old English

motto "*Fair Play* and no favour" will be the banner under which every gentleman will race his yacht.

And now Mr. Editor, if your patience is ample enough to commit this long yarn to print, I fear your readers will hardly exercise the same forbearance, so I must end this poor attempt by subscribing myself—What? there's the rub; I dare not give the old name, so I'll even do myself the most well merited honor of borrowing a designation given me by a brother chip and say,

I am, &c.,

AN INDIVIDUAL.

P.S.—Talking of this appellative,—some forty years ago when I had the honor of dining with Sir F. D., he related the following anecdote:—He in some way or other, became entangled in a verbose war with a bargeman, carried on in that peculiar style of language, in which our Godfathers and Godmothers are supposed to educate us; and although Sir F. confessed to being able to swear as well as most gentlemen of *that* day, he felt that he was not at all a match for the bargeman. So choking down his anger, he put on a most solemn face, and with his right arm extended, and his forefinger pointing towards the bargeman's breast, he uttered in a hollow voice these words,—“Fellow, you are an *Individual!*” The effect was sudden and complete. “Dom thee,” said bargee, “if thou’lt swere I Hinglish, I’ll cuss thee blind in a hour, but none o’ yer furrin lingo for I.”

SUMMARY OF RACING IN 1863.

DURING the past season we have had an exceeding good addition to our racing yachts, the two principal of which were the Phryne and Vindex, the former built of wood by Dan. Hatcher of Southampton, and the latter an iron vessel built by the Shipbuilding Company at Millwall, London, from lines furnished by Hatcher. They both made their *debut* on the 27th of May last, at the first match of the Royal London Yacht Club, in which the Phryne came in first by 2m. 20s., but having to allow Vindex 5m., lost the principal prize. The champion yacht of the year 1862 (the Phosphorus) was in the match and came in third.

On the following day, May 28th, the Phryne and Vindex again met at Royal Thames Yacht Club match, with a similar result; viz. Phryne 1m. 27s. ahead, but Vindex having to receive 5m. 30s. according to the club measurement, carried off the prize, with 4m. 13s. to spare. Phosphorus third, Audax fourth, Christabel fifth, and Queen sixth.

On the glorious 18th of June, at the Royal Western Yacht Club of Ireland regatta, held at Queenstown, the Phryne and Vindex met a powerful rival in a new production of the celebrated Fyfe, called the Surf, which defeated Phryne 29s., Phosphorus 1m. 57s., Vindex 8m. 26s., and six others. On the following day the Phryne, came in a winner, Vindex beating 10m. 50s., Phosphorus 11m. 20s., Surf 15m. 15s., Osprey 18m. 50s., and Heroine 23m. 55s. This was Phryne's maiden prize.

On the 26th of June, at the Royal Mersey Yacht Club regatta, the Phryne proved the winner of the Ladies beautiful prize, beating the Phosphorus 6m. 26s., Surf 15m. 20s., Thought 37m. 10s.; the Vindex in the first hour of the match, when showing dangerous symptoms to her rivals, had the misfortune to carry away a portion of her port wire shrouds, which compelled her to retire. Several other yachts were engaged in the race, who did not come to the finish.

On the following day the Phryne again won a splendid prize, beating the Phosphorus 4m. 30s., Vindex 6m. 32s., Thought 18m. 50s. The Surf started in this match, but shortly after carried away her bowsprit shrouds and was forced to retire from the contest, to the regret of all lovers of good seamanship.

At the Royal Northern Yacht Club regatta, on the 7th July, the Surf beat Phryne 49s. and Vindex 6m. 31s. The latter was leading by upwards of 4m. until she carried away her bobstay, in repairing which much way was lost. On the following day these clippers again contended, accompanied by the saucy Thought. The Surf took the lead, and kept it throughout, beating Phryne 17m. 20s., the others were not timed.

On the 15th and 16th July, at the Royal Irish Yacht Club regatta, the Phryne beat Surf and Vindex, in two races.

At the Royal Cork regatta, July 22nd, Phryne came in first but Vindex second, (received the prize,) Surf third. Next day the Vindex beat the Phryne 2m. 28s., Surf 6m. 53s., Thought 21m. 17s.

At the Royal Squadron, Aug. 6th, the Phryne ran second to Arrow.

At the Royal Victoria, Aug. 14th, Vindex won, beating Audax 34m.

On Aug. 27th, at the Royal Western of England, the Phryne beat Thought second, Vindex third.

At Kinsale, July 29th, the Vindex beat Phryne 4m. 48s., also Surf and Thought; but on the following day the Thought beat the trio.

At Falmouth, Aug. 24th, the Vindex beat Volante.

Note.—In the following tables vessels in *Italics* came in before those that received the prizes.

Regatta and Matches	Date	Winning Yachts	Rig	Tons	Owners	Value L	Starting Yachts
ROYAL SQUADRON...	Aug. 6	Arrow	cut	102	T. Chamberlayne, Esq.	105	Phryne. Andax, Christabel, Marina, (Crusader got ashore)
		Albertine	sch	156	Lord Londesborough	105	Aline, Volage, Sultana, Petrel, (Flying Cloud got ashore)
	8	Arrow	cut	102	T. Chamberlayne, Esq.	100	Aline, Flying Cloud, Pearl, Intrepid, Shark, Terpsichore, Payche, Ursuline, Weerit, Re- solution, Petrel, Sultana
ROYAL CORK	July 22	Eolus	cut	62	T. Houldsworth, Esq.	50	Avalanche, Heroine
		Vindex	cut	45	A. Duncan, Esq.	50	Phryne, Surf
		Thought	cut	27	J. Jones Esq.	40	Avoca, Ennet, Echo, Warrior
	23	Vindex	cut	45	A. Duncan, Esq.	100	Phryne, Surf, Thought
		Fawn	cut	14	F. Holmes, Esq.	15	Zuffa, Enone, Fairy, Pembroke
ROYAL HARBWICH....	24	Zuffa	cut	10	A. Hargrave, Esq.	5	second prize
		Avalanche	cut	47	J. Wheeler, Esq.	65	Heroine, Avoca
ROYAL HARBWICH....	July 22	Christabel	cut	47	H. H. Kennard, Esq.	gs50	Siren, Andax
		Octoroon	cut	12	Cecil Long, Esq.	gs25	Bessie, Whisper, Dewdrop, Alexandra disabled
		Intrigue	sch	77	F. K. Damas, Esq.	gs25	Waterwitch, Violet
		Amazon	cut	46	H. F. Smith, Esq.	gs30	Queen, Dewdrop
	July 15	Phryne	cut	55	T. Seddon, Esq.	63	Surf, Vindex, Eolus, Avalanche
ROYAL IRISH.....		Thought	cut	27	J. Jones, Esq.	30	Queen, Emmet, Fingal gave up
		Glide	cut	14	D. Fulton, Esq.	15	Kipple, Magnet, Dove, Spell, Antelope
		Sneezer	cut	6	F. Hammond, Esq.	4	Torment £2, Junk £1, Cygnet, Arrow, Ratler
	16	Phryne	cut	55	T. Seddon, Esq.	100	Surf, Vindex
		Thought	cut	27	J. Jones, Esq.	25	Glide, Queen, Fingal
		Glide	cut	14	D. Fulton, Esq.	5	second prize
		Torment	cut	5	J. Todhunter, Esq.	5	Sneezer £1, Sting 10s., Ratler, Midge
	17	Echo	cut	36	G. Putland, Esq.	25	Norma, L'Eclair, second prize £5
		Banba	cut	24	W. I. Doherty, Esq.	15	Fingal £5, Bijou, Zephyrine

Regattas and Matches	Date	Winning Yachts	Rig	Tons	Owners.	Value L	Starting Yachts.
ROYAL LONDON.....	May 27	Vindex	cut	45	A. Duncan, Esq.....	70	Phryne, Phosphorus, Andax, Amazon, Queen
		Phryne	cut	55	T. Seddon, Esq.....	10	second prize (time race)
		Folly	cut	12	W. L. Parry, Esq.....	30	Vampire, Folly, Alexandra, (time race)
		Alexandra	cut	15	G. Harrison, Esq.....	10	second prize
		Bessie	cut	9	J. H. Hedge, Esq.....	gs10	Vision, Violet, Erolite
	June 10	Vision	cut	9	G. Harrison, Esq.....	5	second prize
		Mars	cut	37	G. Haines, Esq.....	50	Emmet, Avalon, Glimpsee
		Emmet	cut	36	W. F. Hay, Esq.....	10	second prize
ROYAL MERSEY	June 26	Phryne	cut	55	T. Seddon, Esq.....	105	Phosphorus, Surf, Thought, Cecilia, Echo, North Star, Queen, and Vindex disabled
	27	"	cut	55	"	100	Phosphorus, Vindex, Queen, Thought, Surf disabled
		Circe	sch	127	D. Richardson, Esq....	100	Madcap, Lerne, Snipe disabled
ROYAL NORTHERN..	July 7	Surf	cut	54	C. T. Couper, Esq.....	105	Phryne, Vindex
		Thought	cut	27	J. Jones, Esq.....	30	Glide, Banba, Cinderella, Ripple, Swallow, Atlanta, Onda disabled
		Fiery Cross	sch	53	J. Stirling, Esq.....	100	Circe, Reverie
		Surf	cut	54	C. T. Couper, Esq.....	50	Phryne, Vindex, Thought
		Glide	cut	14	D. Fulton, Esq.....	20	Cinderella, Ripple 12 tons, Ripple 8 tons disabled
ROYAL THAMES.....	May 28	Vindex	cut	45	A. Duncan, Esq.....	100	Phryne, Vindex, Phosphorus, Andax, Christabel, Queen
	"	Phryne	cut	56	T. Seddon, Esq.....	50	second prize, (time race)
	June 11	Phantom	cut	27	S. Lane, Esq.....	50	Kimmer (no second prize as only two entered)
		Octoroon	cut	12	Cecil Long, Esq.....	50	Quiver, Bessie, Waterlily
		Quiver	cut	12	Capt. Chamberlayne...	10	second prize
	27	Albertaine	sch	155	Lord Lonsborough...	100	Albertine, Galatea, Gloriana
		Intrigue	sch	88	F. K. Dumas, Esq.....	50	Flour-de-lye, Clytie

Regattas and Matches	Date	Winning Yachts	Rtg Tons	Owners	Value, £	Starting Yachts.
ROYAL VICTORIA...	Aug 11	Galatea.....	sch	143 T. Broadwood, Esq.....	50	Sailed over alone
	14	Audax.....	cut	62 J. H. Johnson, Esq....	50	Marina, Christabel, Siren, Crusader
	17	Vindex.....	cut	45 A. Duncan, Esq.....	50	Audax, Flying Cloud
	24	Crusader.....	cut	30 J. Sladen, Esq.....	20	Enmet, Osprey
	27	Galatea.....	sch	163 T. Broadwood, Esq....	100	Match to Cherbourg, <i>see p. 434</i> , (20 entered)
ROYAL WESTERN... PORT OF PLYMOUTH	Aug 27	Aline	sch	216 C. Thellusson, Esq....	60	Julia, Marina, Siren and seven others
	19	Phryne	cut	55 T. Seddon, Esq.....	40	second prize
	23	Thougt	cut	27 J. Jones, Esq.....	50	Broadwood cup
	27	Madcap	sch	71 J. S. A. Dunbar, Esq....	20	Thought, Vindex
	31	Vampire.....	cut	18 Capt. Commerell.....	10	second prize
ROYAL WESTERN... IRELAND	June 18	Larline	cut	11 F. C. Clarke, Esq.....	25	Folly
	19	Surf.....	cut	54 C. T. Couper, Esq.....	10	Ida
	23	Phryne	cut	55 T. Seddon, Esq.....	75	Phryne, Phosphorus, Vindex, Heroine, Avalanche, Echo, Avoca, Coolan, Crusader
	27	Avalanche	cut	50 J. Wheeler, Esq.....	85	Vindex, Phosphorus, Surf, Osprey, Heroine
	31	Amber Witch ..	yl	51 Capt. Bacon.....	63	Echo, Avoca, Crusader, Coolan
ROYAL YORKSHIRE.	July 22	Volante	cut	56 H. G. Maudslay, Esq....	10	<i>Volante</i> , Albertine, Banshee
	23	Shamrock	cut	12 Capt. Cator, R.N.....	20	second prize (time race)
	27	Pearl	cut	9 F. Hoare, Esq.....	20	Pearl, Brunette, Gnat
	31	Octoroon.....	cut	12 Cecil Long, Esq.....	66	second prize
	31	Folly	cut	12 W. L. Parry, Esq.....	70	Alexandra, Folly, Wasp, Quiver, Vision, Violet
PRINCE OF WALES.	Aug 27	Vision	cut	8 G. Harrison, Esq.....	10	schooner, Beattie, Aerolite, Violet cutter
	31	Aerolite	cut	8 J. P. Dornay, Esq.....	10	Red Rover
	31	Phryne	cut	55 T. Seddon, Esq.....	75	Vindex, Phosphorus, Surf, Osprey, Heroine
	31	Volante	cut	56 H. G. Maudslay, Esq....	10	second prize (time race)
	31	Pearl	cut	9 F. Hoare, Esq.....	20	Pearl, Brunette, Gnat

Regattas and Matches	Date	Winning Yachts	Reg. Tons	Owners	Value	Starting Yachts
BANELAGH	May 12	Vision.....	cut	8 G. Harrison, Esq.....	12	Ærolite, Jessica, Nikomi, Novice
		Ærolite	cut	8 J. P. Dormay, Esq.....	6	second prize, time race
	July 10	Vision	cut	8 G. Harrison, Esq.....	10	Ærolite, Nikomi, Novice
		Ærolite	cut	8 J. P. Dormay, Esq.....	5	second prize
DUBLIN BAY	May 27	L'Eclair	cut	32 J. H. Townsend, Esq.....	sub	Storm, Echo, Banba, Carina
	June 3	"	cut	"	"	Echo, Storm, Banba
	10	Echo.....	cut	36 G. Putland, Esq.....	"	L'Eclair, Storm, Banba
	Aug. 27	L'Eclair.....	cut	32 J. Townsend, Esq.....	"	Echo
IRISH MODEL	June 6	Banba	cut	24 W. I. Doherty, Esq.....	10	Magnet, Virago, Pet, Carina, Dove
		Magnet	cut	12 E. J. Bolton, Esq.....	5	second prize—Virago 22a.
	20	Virago.....	cut	10 J. Eyre, Esq..... bin. & com.	Magnet, Dove, Carina	
	July 4	Magnet	cut	12 E. J. Bolton, Esq.....	10	Dove, Pet
	17	"	"	"	CH C	Ripple, Dove, Pet, Virago
SOUTHAMPTON		Algerine	cut	10 F. Rossmoñ, Esq.....	20	Folly, Quiver, Midge
BRAY	Aug. 25	L'Eclair	cut	32 J. H. Townsend, Esq.....	30	Echo
		Banba	cut	24 W. I. Doherty, Esq.....	26	Atalanta, Siren
		Bijou	cut	12 R. B. Kane, Esq.....	10	Dove, Virago
KINSALE	29	Vindex.....	cut	45 A. Duncan, Esq.....	60	Phryne, Surf, Thought
	30	Thought.....	cut	27 J. Jones, Esq.....	our	Vindex, Phryne disabled
		Fawn	cut	14 F. Holmes, Esq.....	5	Nautilus, Truant, Fairy
FALMOUTH	Aug. 24	Vindex	cut	45 A. Duncan, Esq.....	gs50	Volante
	31	Vampire.....	cut	18 Capt. Commerell	25	Scud £20

Cup value £20

Regattas and Matches	Date	Winning Yachts	Rig	Tons	Owners	Value L	Starting Yachts
IPSWICH.....	July 23	Octoroon.....	cut	42	Cecil Long, Esq.....	20	Beattie, Little Yankee, Vision, Violet, Victoria, Red Rover
WALTON-ON-AZE.....	Aug. 5	Violet.....	sch	15	P. Bennett, Esq.....	10	Gem, Dream
REEDHAM	Aug. 27	Red Rover	cut	14	S. Nightingale, Esq....	cur.	Wanderer, Alabama
WELLS-NEXT-SEA....	Aug. 28	Echo	cut	R.	Dewing, Esq	gs7	Volante, Fancy, Cuthbert aground
		Volante	cut	—	Ellender, Esq.....	gs3	second prize
WEYMOUTH ROYAL.....	Aug. 31	Christabel	cut	48	H. H. Kennard, Esq....	50	Themis, Phryne disabled
		Violet	sch	34	J. R. Kirby, Esq	25	Emmet, Silver Fish, Waterlily
KING'S LYNN.....	Sept. 2	Wild Duck.....	sch	15	F. Cresswell, Esq.....	25	
TEIGNMOUTH	Aug. 4	Psyche	cut	7	Capt. Flamank.....	gs10	Pixie, Mystery
		Lily	cut	10	G. P. Cotton, Esq.....	gs20	Fire Cloud, Coral disabled
		Fire Cloud.....	cut	13	J. B. Mansfield, Esq...	8	second prize
		Fern	cut	6	— Brutton, Esq.....	7	Vision & 3, Frolic
TORBAY	Aug. 2	Vindex.....	cut	45	A. Duncan, Esq.....	40	Phryne, Emmet
		Coral	cut	9	Capt. H. Bayly	10	Lily, Ida
GT. YARMOUTH	July 28	Little Yankee.....	sch	12	Capt. Cholmondeley...	25	Wanderer, Red Rover, Alabama, Violet disabled
		Belvidere	cut	9	W. Claburn, Esq.....	15	Vindex, Reform
RIVER REGATTA....	29	Red Rover	cut	14	S. Nightingale, Esq....	12	Wanderer, Little Yankee
PRIVATE MATCHES	Aug. 4	Resolution	sch	164	Duke of Rutland.....	Lotus	
	8	Galatea	sch	143	T. Broadwood, Esq....	Albertine	
	12	Alarm	sch	J.	Weld, Esq.....	105	Gipsy, (a friendly spurt)

Regattas and Matches.	Date	Winning Yachts	Big Tons	Owners	Value	Losing Yachts.
NORFOLK-SUFFOLK. Cantley....	June 18	Belvidere	cut	9 W. H. Clabburn, Esq.	15	Alabama, Myth, Wanderer, Red Rover, Mar- guerite, Vindex
		Enchantress	lat	6 H. P. Green, Esq.....	10	Vindex, Blanche, Myth, Vampire, Bitterh, Woman in White
Wroxham..	July 15	Blanche	cut	7 Capt. L. Morris.....	gs7	second prize
		Myth.....	cut	9 R. H. Harvey, Esq.....	15	Red Rover, Alabama, Belvidere, Wahderer
	17	Blanche	cut	7 R. Morris, Esq.....	10	Oberon, Bittern
		Wanderer	cut	14 R. H. Harvey, Esq.....	ch. c	Alabama
Oulton.....	Aug. 6	Belvidere	cut	9 W. H. Clabburn, Esq...	3	Myth, Glance, Bittern
		Red Rover	cut	14 S. Nightingale, Esq...	15	Myth, Alabama, Belvidere, Wanderer aground
		Myth	cut	9 R. H. Harvey, Esq.....	10	
		Blanche	cut	7 Hansell and Morgan...	3	
CLYDE.....	July 4	Glide.....	cut	D. Fulton, Esq.....	20	Swallow, Cinderella, Onda
		Fairy Queen.....	cut	8 R. Ferguson, Esq.....	Ripple	
CORK.....		Avalanche.....	cut	47 J. Wheeler, Esq.....	L'Elair, Avoca, Warrior	
ITCHEN.....	Sept. 7	Quiver	cut	12 Capt. Chamberlayne..	17	Algerine gave up
BABBICOMBE.....	Sept. 8	Coral.....	cut	9 Capt. Bayley	5	Firecloud £2, Cure £1

ROYAL CORK YACHT CLUB MATCH.

THE race for the cup given by David Malcolmson, Esq., to the Royal Cork York Club, was sailed at the close of the season. It was open to yachts belonging to any royal club, but only four competed, owing to the wild boisterous state of the weather, which prevented many owners of yachts from putting to sea. The sailing regulations were the same as those observed at the late regatta:—The yachts were to proceed from the starting station round Daunt's Rock, leaving it and the Spit light on the starboard hand, and to return to the Club-house battery, leaving the Spit light on the port hand. Time to be allowed—three-fourths of Ackers' scale as far as it extended, and below that thirty-five seconds per ton. The yachts that started for the cup were:—

Numbered as in Hunt's Universal Yacht List for 1863.

No.	Name	Rig	Tons	Owners	Builders
68	Avoca.....	cutter	38	H. H. O'Bryen, Esq....	Wheeler
63	Avalanche	cutter	47	J. Wheeler, Esq.....	Wheeler
590	L'Eclair.....	cutter	32	J. H. Townsend, Esq..	Wanhill
	Warrior.....	cutter	31	T. P. Bolland, Esq.....	

Shortly before eleven o'clock the yachts assembled to the westward of the club flagstaff, and at five minutes prior to the hour the blue peter was hoisted. The yachts were all then under way, as they were to start, and precisely at eleven o'clock the starting gun was fired. The first that showed ahead was L'Eclair, which passed the Club-house at 11h. 1m. 57s.; was followed closely by the Avoca; then Avalanche, and lastly Warrior. The yachts preserved this order in the run down to the Spit light and out of the harbour; L'Eclair slightly increasing the distance between herself and the Avoca. Outside they had tough work of it. The sea was cross and ran high, and the yachts with their large gaff-topsails, were not in the best order to go through it with any sort of comfort. Shortly after getting outside the lighthouse L'Eclair took a good lead, but almost immediately after doing so she carried away her topmast, when the Avoca took her place. On the run into the harbour on the first round the Avoca was still leading, with the Avalanche close up. The yachts rounded the Bar Rock buoy in the following order—Avoca first, Avalanche second, L'Eclair third, and Warrior last.

In the run out to the Man-of-War Roads the Avalanche drew considerably on the Avoca, and shortly after passed her, as did also L'Eclair. They rounded Daunt's Rock the second time, and passed Roche's Point

with *Avalanche* heading *L'Eclair* about four minutes, the *Avoca*, was then about two miles astern, and the *Warrior* so far behind that she retired, leaving the others to complete the race, which they did as follows:—*Avalanche* 4h. 27m. 47s., *L'Eclair* 4h. 42m. 29s., *Avoca* 4h. 47m. 11s.

The *Avalanche* was the winner. She had to allow *L'Eclair* 8 min. and the *Avoca* 4m. 37½s., but she beat the former, which was the second yacht in, having seven minutes to spare.

ITCHEN REGATTA, SOUTHAMPTON.

On Monday September 7th this affair was held, the weather being somewhat unsettled, it blowing a strong gale. The first race was for a silver cup, value £12, with £25 added, for yachts not exceeding 12 tons o.m. time race, one minute per ton; three to start or no race. For this there were three entries, viz:—*Octoroon* 12 tons, C. Long, Esq; *Quiver*, 12, Captain Chamberlayne; *Algerine*, 10, F. Rosoman, Esq.

The *Octoroon* had not yet returned from Dover, having been compelled by the adverse gales to bear up for Shoreham for shelter. The *Algerine*, however, sailed in company with her on the 3rd, and thrashed the whole of the way down Channel against strong winds, but only reached the Itchen the previous day. The hour having arrived for the start, and the *Octoroon* not having arrived, it was mutually arranged by the committee to start the *Quiver* and *Algerine* together, although it was evident that the latter would be overpowered by her antagonist in the gale which was then blowing. At 11h. 55m. both yachts were started, and the *Algerine* was the first to move, and took the lead with flowing sheets out of the Itchen, each of them having two reefs down in the mainsail. Upon nearing the West India Dock buoy, and while in the act of reefing the foresail the *Quiver* luffed up to windward of the *Algerine* and passed her. It was blowing a strong gale from the north west, and the little vessels were completely buried in the seas. In the second round the *Quiver* took in her third reef, and the *Algerine* carried away her bitts, the jib flew to leeward and got over the crosstree, which broke short off. Two rounds of the course had now been completed, and although the *Algerine* had been beaten by about eleven minutes, the race was continued in the hope that a shift of wind or more moderate weather might change their positions; but at 2h. 45m. p.m. as the *Algerine* was threading her way through the crowd of shipping moored off the docks, the *Harriet*, one of the vessels in the third match, suddenly appeared, and was crossing her bow; there was no alternative left to those on board the *Algerine* but to pass over her, and thus jeopardise all hands, or to bear up and run into a smack; fortunately the latter was done, but no other damage was incurred beyond the *Algerine* carrying away her lee rigging bulwarks, and chain plates. She of course gave up the contest.

The course was from the station vessel abreast the Club-house, out of the Itchen, thence round the West India Dock buoy; this was accomplished with the wind large, then a dead beat up to Crackmore Head, round the buoy, returning dead before the wind into the Itchen river, passing the station vessel, round a flag-boat off the Belvidere ship yard, and back to the station vessel; three times round. The following is the time of completing the race:—Quiver 3h. 42m. 45s.; Algernine gave in.

This was a well-contested race, and it was evident that the two tons told fearfully on the smaller vessel. She was regularly overpowered during the gale, but she proved herself a good sea boat. Nothing but the insinuation that "they couldn't show to it" caused the match to be proceeded with. Quiver was sailed by H. Parker, the master of the Arrow, and the Algerine by T. Gibbons, both Itchen salts.

The second match was between pleasure boats for prizes of £4, £3, and £2, which was won thus:—Cross House first, Lizzie second, Fox third.

The third match was for a prize of £15, given by T. Chamberlayne, Esq. when the Harriet received £4. 10s., Surprise £3, Harriet and Mary £2. 10s. Several other matches for small sums took place by fishermen's and rowing boats.

BABBICOMBE REGATTA.

THESE annual sports came off on Tuesday, Sept. 8, at Babbicombe, under the patronage of Sir Walter Carew, Bart, *M.P.*; R. S. Carr, W. Metcalf, J. Brown, and G. Thorn, *M.M.* The pretty little bay was unusually lively and gay, and the craft, large and small, made a profuse display of bunting. The sports, on the whole, were exceedingly good, and were doubtless very much enjoyed by the large number of spectators who thronged the Down and other available places. The arrangements were carried out in a highly satisfactory manner by a committee formed of the following gentlemen:—Messrs. J. Lear (*hon sec*), J. Thomas, J. R. C. Matthews, W. Pulling, W. Gasking, T. Gibson, R. Ash, and H. Callard.

The racing commenced with a Sailing Match, for a purse of £8, for yachts not exceeding 18 tons; first prize £5, second £2, third £1. There were three entries for this prize, viz:—Firecloud, 13 tons, Mr. Mansfield, Teignmouth; The Cure, 10 tons, Mr. Hook, Exmouth; The Coral, 9 tons, Capt. Bayly, Torquay. At 1h. 26m., the signal gun was fired, and off went the yachts in capital style, the little Coral having the lead, which she maintained throughout the race, and, as will be seen from the times given below, she increased the distance between herself and competitors by several minutes in each round. The boats were timed in at the finish as follows:—Coral, 4h. 32m. 30s.; Firecloud, 4h. 39m. 0s.; The Cure, 4h. 50m. 0s.

Sailing Boats, not exceeding 33 feet over all; first boat, £2 10s, second £1. 5s, third 15s., fourth 10s. There were seven entries in this class, viz: the Lion, Mr. R. Harley, Torquay; Why Not, Mr. Bartlett, Brixham;

Frolic, Mr. Carnell, Exmouth ; Frolic, Mr. Mangin, Shaldon ; Pixie, Hon. J. Boyle ; Torquay ; Vision, Mr. Matthews, Teignmouth ; Psyche, Mr. Flammank, Teignmouth. The boats got away in capital style at 1h. 52m., and went twice round the same course the yachts had gone round. Seven started but four only completed the race, in consequence of various accidents. The Pixie, after completing the first round, carried away her peak halyards ; the Vision lost her topmast, and the Psyche carried away her bowsprit, which was replaced, but it subsequently went away again, and she was obliged, with the others, to give up. Time at the finish, Lion, 4h. 3m. ; Why Not, 4h. 11m. ; Frolic, (Carnell), 4h. 13m. 30s. ; Frolic, (Mangin), 4h. 13m. 34s. ; the others not timed.

Rowing matches for various sums concluded the day.

CLYDE MODEL YACHT CLUB REGATTA.

THE annual regatta of this club took place at Largs, on Saturday 4th July, under very favourable auspices. The morning though very unpromising for the yachts, there being scarcely a breath of wind stirring, began to show signs of improvement about 11 a.m., and by noon a moderate breeze from the N.W.b.N. had sprung up, and the yachts which had almost been despaired of had arrived and taken up their positions in the bay. The splendid steam yacht Valetta, belonging to the Hon. G. F. Boyle, the Commodore of the club, and moored off the Largs shore. The Vice-commodore J. Eaton Reid, Esq., officiated as Commodore, and was ably seconded by Mr. J. M. Forester, the hon. secretary, and Mr. H. H. Richardson.

The First Race—For yachts of 25 tons and under, a purse of 25 sovs : time race, half a minute per ton. The following yachts were entered and started—Cinderella, 16 tons, A. Finlay, Esq. ; Glide, 14 tons, David Fulton, Esq. ; Scud, 14 tons, J. G. Hamilton, Esq.

A beautiful start was effected at 12h. 11m. 30s., the wind being moderate from the N.W.b.N., and the yachts carrying all sail. The Cinderella led, taking across to the Cumbræ Islands, gallantly followed by the "Glide" scarcely a length behind. A splendid start also took place between the Onda and the Swallow. These two yachts stood to the north before running across to the Cumbræ, and so close was the contest between them that almost the whole way across the bow of the latter was up to the midships of the former, with the advantage of being the windward of her. On putting about at Cumbræ for the Knock buoy, they stood in the following position—Cinderella, Glide, Swallow, Onda, and Scud. The latter craft lost herself in starting by coming in too close to leeward, and could not again rise in her position. After rounding the Knock and standing across for Toward Bank buoy, an alteration took place in the positions of the yachts. The Glide after a magnificent tug overhauled the Cinderella and took the first position, while the Swallow after a beautiful run with the Cinderella took second place.

The distinguishing flags then became indistinguishable, but the yachts seem to have kept the same the rest of the course from Toward to Fairlie buoy, and back to the barge as they passed the Valetta, at the following time; Glide, 3h. 40m. 20s.; Swallow, 3h. 41m. 35s.; Cinderella, 3h. 43m. 43s.; Onda, 3h. 54m. 36s. The Glide was therefore the winner without taking her time from the Swallow of 1m. 15s. The contest between these two yachts was a most exciting and magnificent sight, and thoroughly appreciated by the lovers of such sport. The Glide on coming in received a hearty welcome, although an Irish yacht her owner is a member of the Clyde Model Club, she is quite new and this was her "*debut*" in yachting circles.

The next race, for open boats not exceeding 3 tons, and without fore-castle, deck, gangways, or metal keels. First prize £4, second 10s. the following boats started:—Ida, Mr. R. B. Muir; Maggie, Mr. R. McIntosh, Glasgow; Gipsy, Mr. C. Bann, Gourrock; Jessie and Anne, Mr. D. Money; Garibaldi, Mr. A. McLachlan; the Fly by Night, Mr. D. C. Ralts, new boat was entered but did not start, owing to the want of a crew. A good start was made at 1h. 11m. 45s. The course was up to the Knock buoy, back to the buoy off Fairlie, and home, the race was a very fine one. The Gipsy led and kept her position throughout, coming in at 3h. 33m., closely followed by the Jessie and Anne.

Other matches followed, among which was one for 8 ton yachts sailed by one man. It was expected that this race would have attracted a good many entries, as it was a somewhat novel one, and a good many had signified their intention to try their hands in it, but, we suppose, their courage, like Bob Acres, had oozed out at their finger ends. The yachts that entered were the well-known cracks, Fairy Queen, 8 tons, sailed by Mr. R. Fergusson, of the Clyde Model Yacht Club, and Ripple, 8 tons, sailed by Mr. Horton, of H.M.S. "Jackall." The course was from the Commodore, round the Rowena's moorings, thence round flag-boat at Knock Castle, to finish round stern of Commodore. A good start was effected about seven o'clock, the Fairy having a slight advantage, and on rounding the Rowena she was about 20s., ahead. Both yachts stood over towards the Towmont end, the Fairy Queen appearing to be drawing away from her opponent, but after passing the Towmont, the Ripple began to overhaul her very fast, and passed her, securing a clear lead of about fifty yards. As they approached the flag-boat at Knock the Fairy improved her sailing, and on rounding the flag the Ripple was only about 10s. ahead. When Greek meets Greek then comes the tug of war, and now Mr. Fergusson getting the wind a little more on his beam, got his large topsail to draw, made a rush up on his opponent, and tried to get the weather side of him. Mr. Horton, however, was no green hand, and luffed him for some time. The yachts however, were now near the Commodore; and it was necessary to change the course to run under the stern of Commodore. The result was inevitable; slowly but surely the Fairy Queen weathered the Ripple, and covered her with a cloud of canvas. She dropped astern; the race was won; the Fairy Queen had

added another to her long list of triumphs. Let us hope we may again have a race of this sort when the weather answers, as it makes rather an interesting match.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 1st Oct. at its house, John-street, Adelphi; Captain Sir Edward Perrott, V.P., in the chair. There were also present Admiral Sir George Sartorius, W. H. Harton, Esq., Col. Palmer, High Sheriff of Essex; John Griffith, Esq., Admiral Bullock, Capt. De St. Croix, and Richard Lewis, Esq., secretary of the Institution.

A payment of 7*l*. 10*s*. 7*d*. was ordered to be made to defray the expenses of the Southport life-boat belonging to the Institution, in rescuing the master's wife and child and twelve of the crew of the barque St. Lawrence, of Liverpool, which during a gale of wind and heavy surf, had stranded on the Salthouse sandbank, on the Lancashire coast, on the 20th ult. The captain and three of the crew refused to leave the vessel, and the Lytham life-boat, which also belongs to the Institution, afterwards put off with the view of saving them; but they remained firm in their determination not to quit the ship, and the life-boat returned to the shore. In the course of the night they left the ship in their own boat and had a narrow escape of their lives. The Institution also voted 8*l*. to pay the expenses of the life-boat. The Lytham life-boat went off again, and ultimately succeeded in bringing the vessel into port, much to the satisfaction of the owner, who witnessed the persevering and gallant exertions of the life-boat's crew, to whom he made a very handsome present. Both life-boats behaved admirably on these occasions. The cost of the Southport life-boat was the gift to the Institution of James Knowles, Esq., of Eagley Bank; and that of the Lytham life-boat, of Thomas Clayton, Esq., of Wakefield.

Rewards amounting to 21*l*. were also granted to the crews of the Walmer and Holyhead life-boats of the Institution for putting off in reply to signals of distress from vessels, but where their services were not ultimately required.

A reward of 2*l*. was also granted to two fishermen for putting off and saving the lives of four men, who, whilst recently making for the shore off Yarmouth, Isle of Wight, were capsized from their boat during blowing weather.

A reward was also voted to a boat's crew of four men for putting off and rescuing three out of six persons, who had been capsized from their boat off Killoven, in Carlington Lough. Two ladies and one gentleman had unfortunately perished on the occasion before assistance could reach them from the shore.

A reward was likewise voted to a boat's crew for going off and saving the lives of two sailors belonging to a Norwegian vessel lying in the Downs

The men, who had been on shore, were returning to their ship in a small boat, when they were overtaken by a sudden squall which capsized her. Some Deal boatmen observing the accident, immediately launched their boat and succeeded in saving the drowning men.

Various other rewards were also voted to the crews of shore boats for saving life from various wrecks.

A resolution was passed expressive of the Institution's deep sympathy with the widow of the late Admiral Washington, F.R.S., hydrographer of the Admiralty. The gallant Admiral had, during a long series of years, rendered important services to the life-boat cause, and materially assisted, in conjunction with the Duke of Northumberland, in resuscitating the National Life-boat Institution in 1851.

It was reported that the late Milborne Williams, Esq., of Whitechurch, Somerset, had left the Institution a legacy of 50*l*.

It was also stated that the Institution had life-boats ready to be sent to Eastbourne, Swansea, Arklow, and Teignmouth (Devon). The Rev. R. S. Sutton, rector of Rype, near Hurst-green, had sent the Institution 3*l*. 8*s*. 6*d*. as a thank-offering from his congregation for the abundant harvest of the present year. Michael Steel, Esq., of Begbroke House, had forwarded to the Institution a liberal donation of 100*l*.

Payments amounting to 500*l*. having been made to various life-boat establishments the proceedings terminated.

THE AMERICAN YACHT GIPSY.

As we have not yet noticed this yacht except as sailing a friendly spurt with Alarm, and she being now the property of an Englishman, and likely to make her appearance at our matches, we subjoin from our friend *Bell* the following account:—She has been purchased by a gentleman of Newcastle-on-Tyne, a member of the R. W. Y. Club of Ireland, for the sum of £2,500. Her late owner (Mr. A. W. Morse of New York, who crossed the Atlantic in her) had her equipped for a voyage to England and the Mediterranean, but shortly after her arrival in this country (owing, probably, to the state of affairs in America) came to the resolution of disposing of the yacht and all her stores should a purchaser be met with. She was accordingly placed in the hands of the secretary of the R.Y.S., and duly advertised for sale. The stories which have been circulated respecting the intentions of the owner—that the yacht was destined to compete with our yachts at the regattas—appear to have had no foundation. She was built at New York in 1857 by Mr. Vanduysen, for Mr. L. Spencer, of the New York Yacht Club. She has beaten the celebrated Maria in a breeze, and according to the rating of her qualifications in the club was considered to be 15 per cent faster than the America. On Mr. Morse becoming the proprietor last year her spars were reduced eight feet, her bowsprit shortened by four feet, and solid bulwarks placed round her. Her dimensions are:—length for tonnage, 916-10ft;

beam 29ft. 6in.; depth 9ft. 8in.; tons 142 9-94th; her are a of canvas 2,989 square feet; draft of water, 11ft. She has a gaffer keel of 2½ feet amidships. She is what is termed a foretopsail schooner, but since her arrival in these waters her square yards have been dismantled, and she has sailed about under her fore and aft canvas only. Her ballast consists of her water tanks, which are estimated at 2 tons, stowed under the cabin floor, and contain 1,900 gallons of water, and 5 tons of iron ballast, besides her usual sea-going stores. It appears that she sailed from New York on the 2nd of July, and reached Cowes on the 23rd, making twenty days passage, including her stoppage of five days at Queenstown.

We have received by the last mail a letter from the owner, announcing her performances, which will be interesting.—

Saturday, Oct. 24.—At 4h. 30m. p.m. we sailed from Plymouth for Gibraltar, having a nice breeze from the S.E. At 5h. 30m. we were abreast of the Eddystone Lighthouse, going at the rate of about 10½ knots per hour. 8h. p.m. according to the log we had run 21½ miles; wind still keeping fresh which continued all night.

Sunday, 25.—8h. a.m. we were 133 miles from Plymouth Breakwater: the sea making fast, and the wind changed to S.S.E. At 4h. p.m. the log gave 213 miles; the sea very high.

Monday, 26.—Morning very dull, the wind blowing fresh from the S.E. From noon of Sunday to 5h. a.m. this day we had travelled 155 miles, thro' a very heavy sea. At 4h. p.m. the weather became very fine, and we were becalmed for about five hours, but before midnight it was blowing a gale and we were going along under a double reefed mainsail.

Tuesday, 27.—At one p.m. we shook out the reefs and set the gaff-top-sail. At 6h. p.m. we got a smart breeze from the N.E.

Wednesday, 28.—A.M. there was a fresh wind, with a high sea, and we went along jolly until 2h. 30m. p.m. when it again fell calm, and continued so for about three hours, the sea rolling very high. At 5h. 30m. p.m. a breeze sprang up which freshened to a strong wind, which sent us along flying, and at 8h. p.m. we made the Berlings. We were now all in great hopes of reaching Gibraltar by Friday evening, but the wind dropped and became light.

Thursday, 29.—We had this day very fine weather. There was a nice breeze, with little sea, until 6h. p.m. when the wind freshened. At 8h. p.m. we passed Cape St. Vincent, the yacht going at the rate of 10½ knots per hour.

Friday, 30.—At 2h. a.m. the wind suddenly dropped off, and we were again becalmed a few miles south of Cape St. Mary and remained so until

Saturday, 31st. at 10h. p.m. when a fine breeze sprang up and drove us into Gibraltar, where we anchored at 7h. a.m. on Sunday, Nov. 1st, thereby doing the voyage from Plymouth in 7½ days, during which we were becalmed, making scarcely any progress during 2½ days. For ten hours we went at the rate of 11½ knots per hour, and that with a foul bottom. She is a perfect sea-boat.

MEMORANDA OF YACHT CLUB MEETINGS.

Clyde Model Yacht Club.—The closing meeting of this Club for the season was held in the Globe Hotel on Wednesday last, Vice-commodore Reid in the chair, when a very favourable report was read by the Secretary which showed that the club was rapidly progressing. The fleet at present consists of 37 cutters, 6 schooners, 5 steamers, 1 yawl, and 1 lugger, with a gross tonnage of about 700 tons, being an increase of 110 tons over 1862, and 350 above 1861. A motion was also made that the designation of the Club be changed to that of "Clyde Yacht Club" and from the unanimous feeling expressed by the members present this will be carried into effect by next year. The health of the Commodores having been given and duly responded to by Mr. Reid, the meeting broke up and went to port.

Irish Model Yacht Club.—The closing meeting of this club for the season of 1863 took place on Nov. 5th at Gilbert's Hotel, Westland Row, Dublin, when a good many members made their numbers to the Captain of the fleet, who took the chair at half-past eight o'clock p m. The accounts of the hon. treasurer and secretary were first overhauled, and a good balance, after payment of the season's prizes, and all working expenses, pronounced to be on the right side of the ledger. A warm discussion then took place on the following motion, proposed by Mr. Lyle. "That next season the name, constitution, and rules of the club be altered, doing away with the title of "Model Yacht Club" and opening its matches to yachts of all sizes, to sail in proper classes, according to rig and tonnage, but preserving its method of holding its meetings, and the object for which it was chiefly established, viz: the encouragement of match sailing, and of the practice and knowledge of seamanship, and the handling of yachts amongst amateurs, and for this purpose that a committee of five be appointed to draw up rules, their report to be presented early in next year."

Royal Western Yacht Club of Ireland.—The following members have been added to this Club since our last notice:—J. Eastman, Esq; A. E. D. Rowan, Esq.; Rev. W. O'Sullivan, Capt. Tattnell, Right Hon. T. O'Hagan; R. C. Neligan, Esq.; E. W. Nunn, Esq.; Right Hon. Earl Somers; T. W. Foord, Esq.; C. Mac Iver, Esq.; C. Lawrence, Esq.; R. Mac Donald, Esq., J. Laird, Esq.; Right Hon. Lord Londesborough; Hon. G. F. Boyle; Marquis of Hastings; Capt. Cotter; P. Fitzgerald Esq; Right Hon. the Earl of Eglinton and Winton; Capt. Rumbold, R. MacMahon, Esq. and H. H. Spencer, Esq.

Prince of Wales Yacht Club.—The annual dinner took place on Wednesday, November 18th, at the Freemason's Tavern, Great Queen Street, when the Commodore, R. Hewett, Esq, occupied the chair, ably supported by the worthy Treasurer, P. Turner, Esq., in the vice-chair, and surrounded by a numerous company. The usual loyal and yacht toasts were drank, and good harmony with good fellowship reigned throughout the feast.

Editor's Locker.

SHIFTING BALLAST.

MR. EDITOR :—Your correspondent "Seaweed" says the new rules with regard to the shifting ballast have failed in their object ; and so far as my experience goes of the regattas of the past year (with one exception) I entirely agree with him. I only allude to races in regattas which were open to members of any royal yacht club. The only regatta I feel fairly convinced there was no shifting ballast was in the cutter match of the Royal Yacht Squadron, on the 6th August last. The regulations for the prevention of shifting ballast were as follows : —One hand to be allowed for every 10 tons, exclusive of sailing master and pilot ; each yacht competing for the prize to send one hand on board another competing yacht by direction of the committee ; the usual certificate of not having shifted ballast to be signed by owner and sailing master. The hands (*bona fide* the crews of the racing yachts) were ordered to work as if they were in their own yachts, but to allow no shifting ballast. I think if these regulations were carried out by all royal yacht clubs, we should soon have vessels built of a far more able and seaworthy class than at present. There are many yachts to be fitted out as racers next year ; it would be a great advantage to their owners, and yachting interests generally, if the various royal yacht clubs would draw up and publish their rules which they mean to enforce next season for the prohibition of shifting ballast.

Yours, &c.,

A RACING MAN.

MR. EDITOR :—As I see the annual debate on shifting ballast has commenced in your columns, allow me to suggest a very simple plan, whereby it may be prevented, and that is, limit the number of hands allowed on board to one hand for every seven or eight tons, instead of one for every five tons, as at present. It is very evident that shot bags cannot get to windward without hands to heave them there, and by thus limiting the number of hands, all will be required on deck, and there will be none to spare for shifting ; besides, another advantage we shall gain will be the abolition of the present enormous balloon canvas, for the crews being thus limited, they will not be strong enough to handle it. In the Royal London this past season we had a very good match with yachts in cruising trim, and with one hand for every ten tons, and I do not see why this rule should not be generally adopted.

Yours, &c.,

WHITE WITH RED MALTESE CROSS.

TO CORRESPONDENTS.

Several letters on Shifting Ballast, &c., stand over till our next ; also J. A. L. on Signals, and a review of the Albertine and Vindex.

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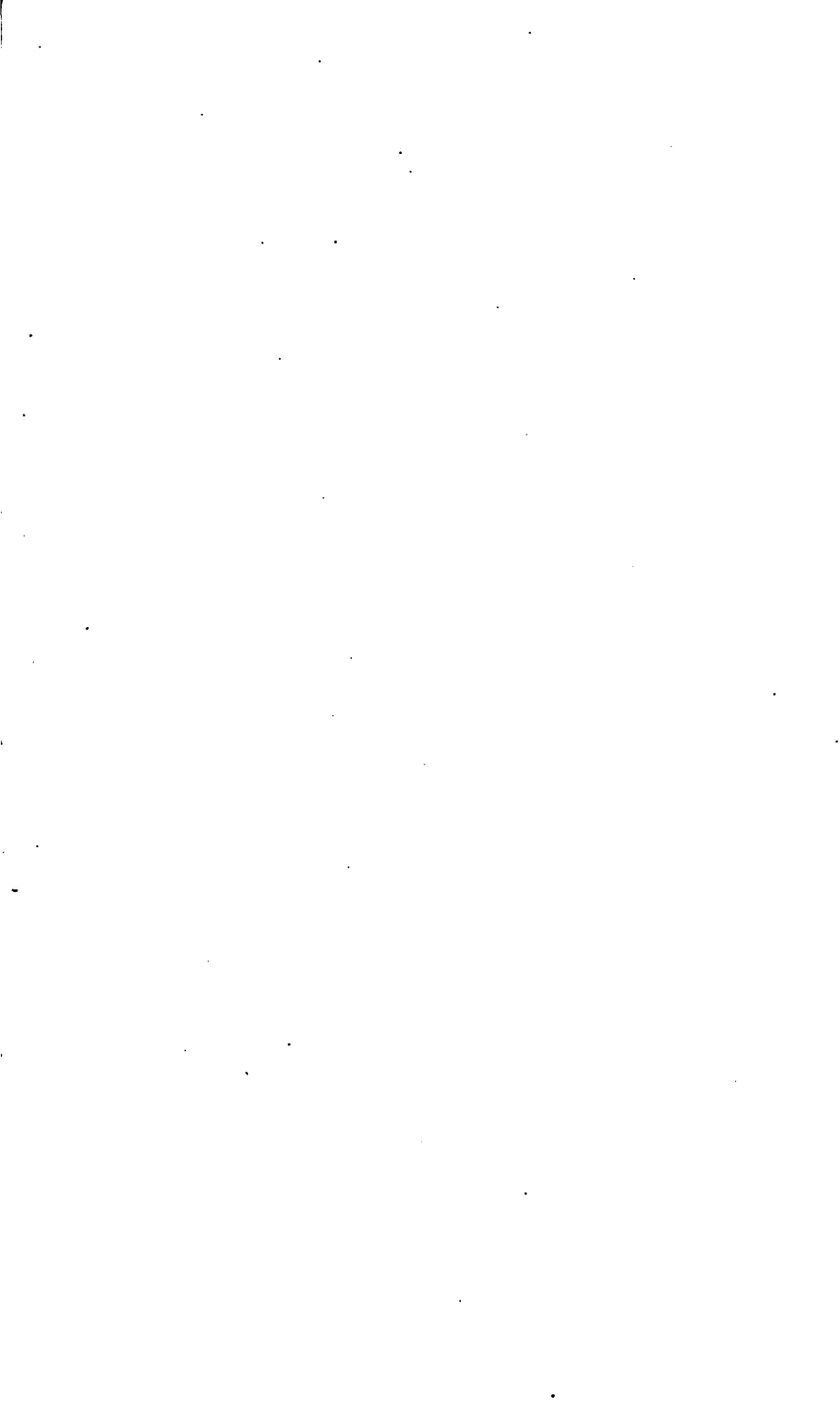
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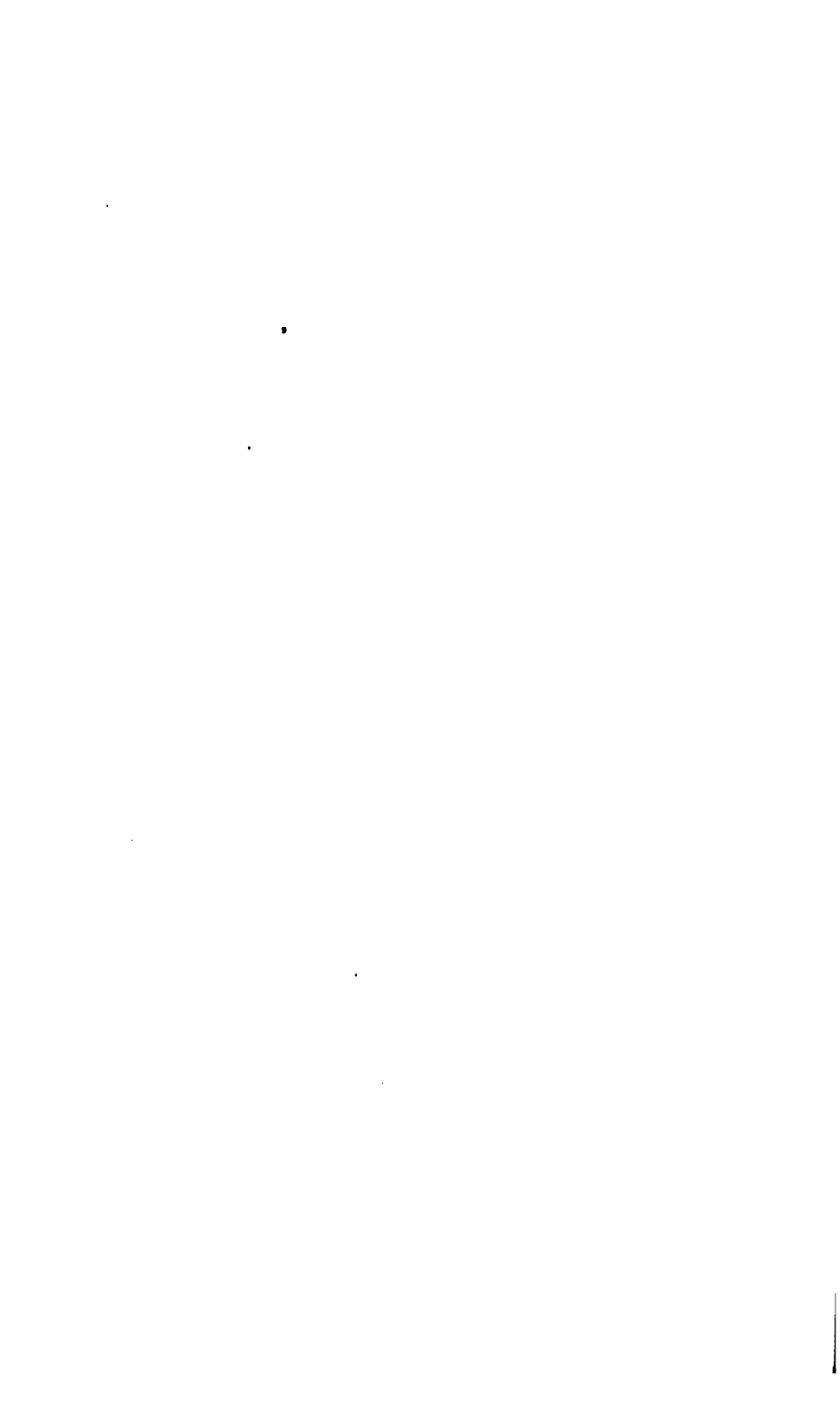
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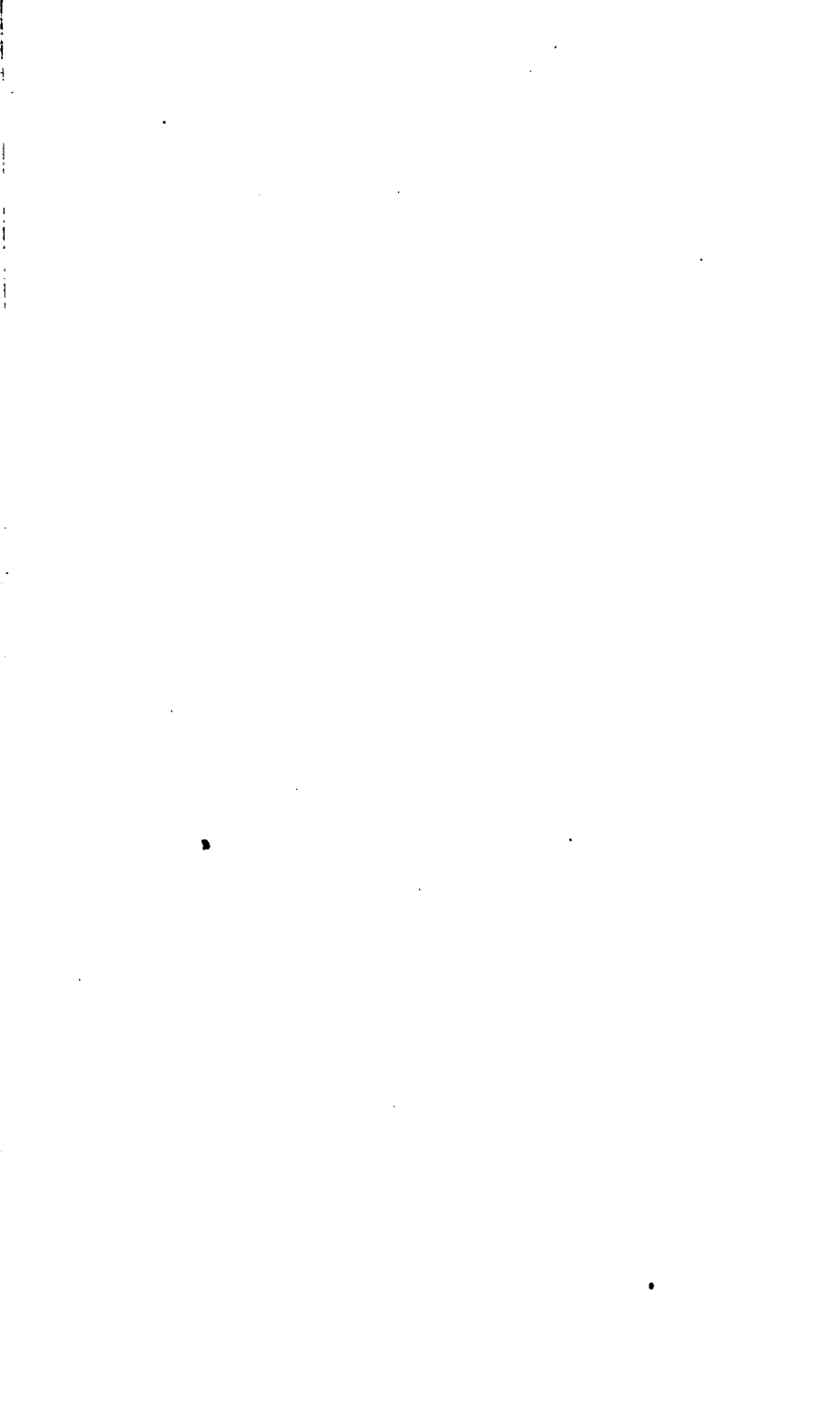
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